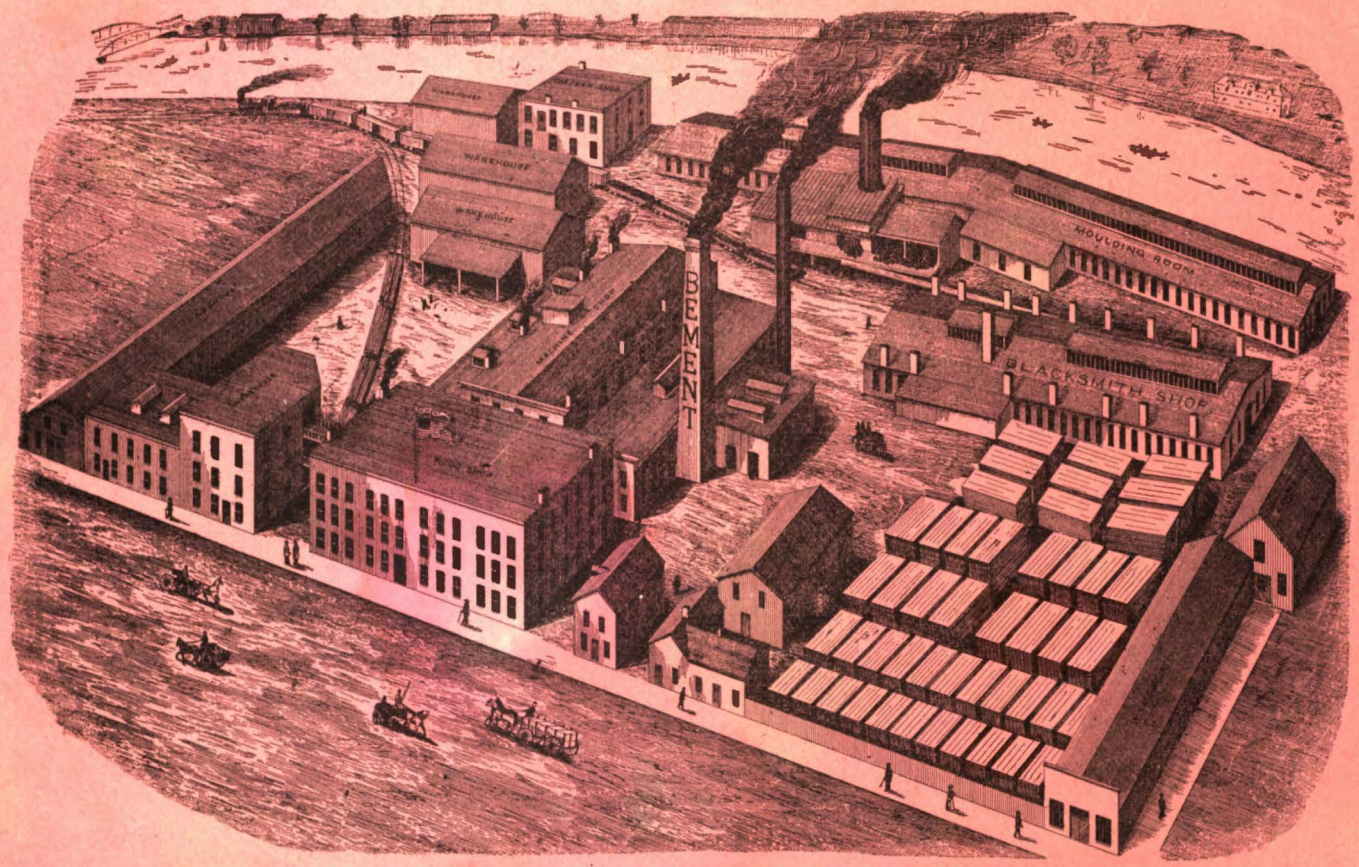
Compliments of
Lansing Iron and Engine Works,
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LANSING PUBLIC LIBRARY
LOCAL HISTORY COLLECTION

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Lansing, Michigan

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LANSING ILLUSTRATED.

1889.

J. S. CONOVER, PUBLISHER,
COLDWATER, MICHIGAN.

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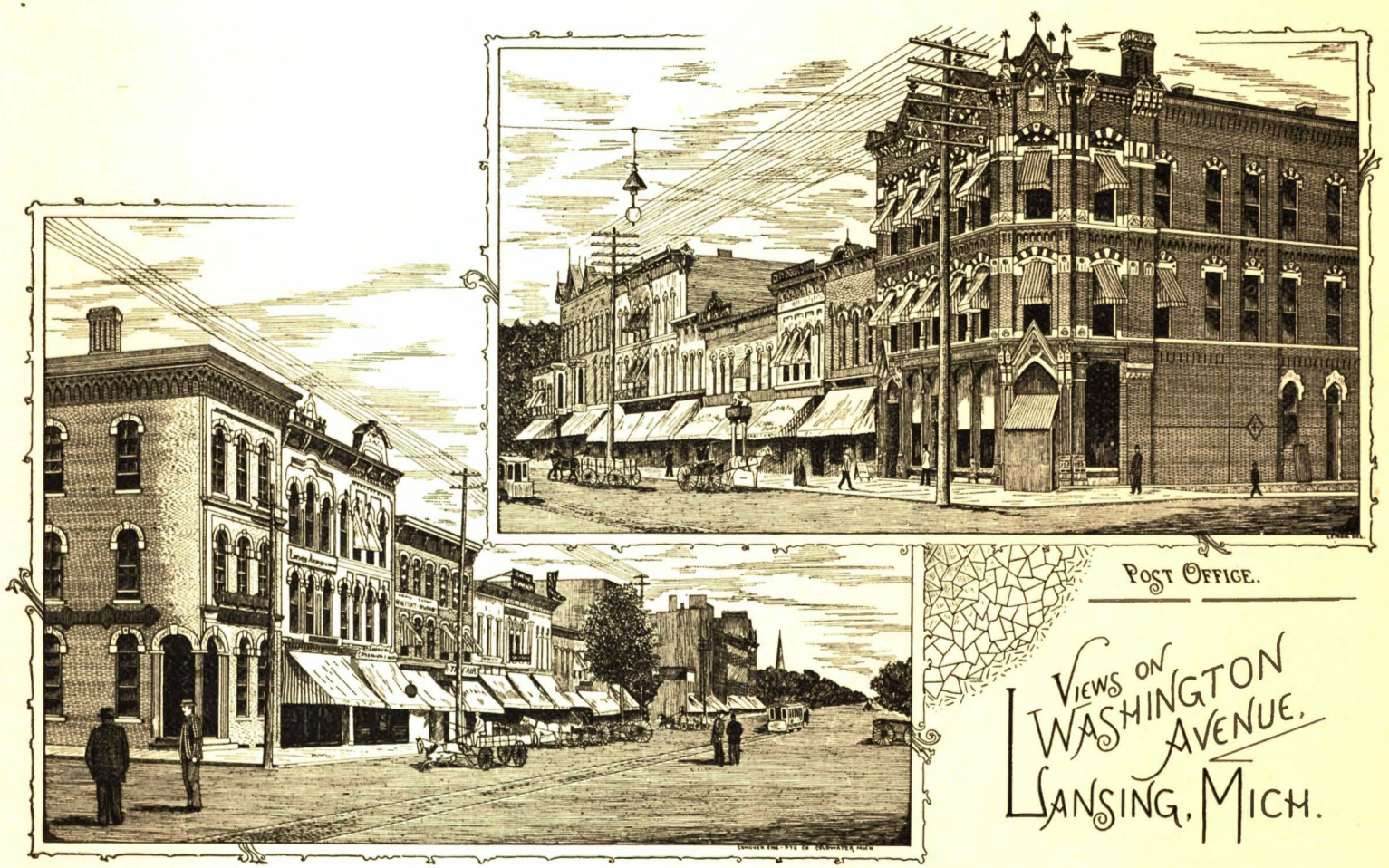
INTRODUCTORY.

IN PRESENTING this little volume to the citizens of Lansing, the publisher hopes that it may prove to be of some interest to its every reader, and may be the means of giving practical information concerning the enterprising city it represents, to persons scattered throughout the country seeking to know something of the city, and thus prove instrumental in bringing good to the place.

With thanks to the business men and citizens of LANSING, for the patronage bestowed upon this enterprise, we launch this little book upon the sea of public opinion, hoping that each person into whose hands it may fall, may find something to commend as well as to criticise.

THE PUBLISHER.

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POST OFFICE.

VIEWS ON WASHINGTON AVENUE, LANSING, MICH.

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LANSING.

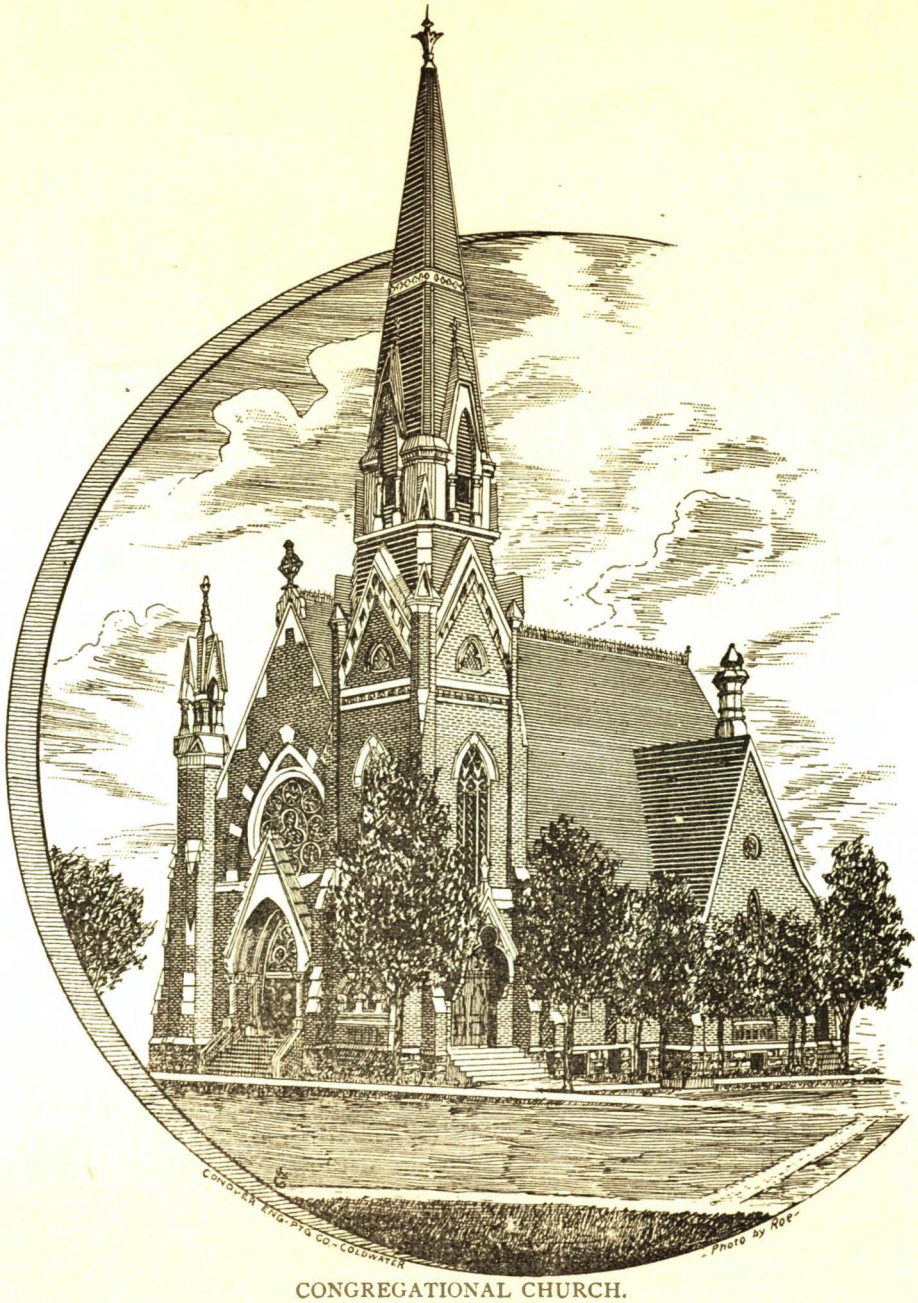
Lansing was organized as a city by an act of the legislature approved February 15, 1859. Previous to that time it formed a part of the township of Lansing, being in town 4 north, of range 2 west, the north-west corner town of Ingham county. The village of Lansing never had a separate organization. Ingham county was so named from Samuel D. Ingham, a member of President Jackson's cabinet, and the town from Lansing, Tompkins county, N. Y., from which came Joseph E. North, who owned and cleared a farm about three miles southwest of the center of the city.

The legislature of 1847, the last held in Detroit, after a long and bitter contest, located the site of the capital on section sixteen of the township of Lansing. This section comprised the territory bounded south by St. Joseph street, north by Saginaw street, east by the Grand river, and west by the west line of the section, comprising something less than 640 acres. James Seymour, Samuel P. Mead, George W. Peck, and William H. Townsend, owners of lands on sections 9 and 21, joined with the commissioners acting for the state, laying out streets and lots to correspond with those on section sixteen, and the entire plat was dedicated as the seat of government June 23, 1847. Abiel Silver and James L. Glen acting as commissioners on the part of the state. It was first named Michigan, but by an act of the first legislature which met in Lansing, approved April 30, 1848, the name was changed to Lansing. This change was largely due to the efforts of Joseph E. North.

As laid out it included 249 blocks, the present capitol being on block 249. Several other squares, including the old capitol square, block 115, were also reserved by the state, while the remainder was divided into lots and sold for the benefit of the primary school fund. Of the squares reserved, one has been given for the high school, another for a park, another was sold to the school board, where the Clark school building stands, and block 115 has been sold by the state, except the portion occupied by the old state office building. Outside of capitol square the state now owns only ten and a half acres, or three and a half squares.

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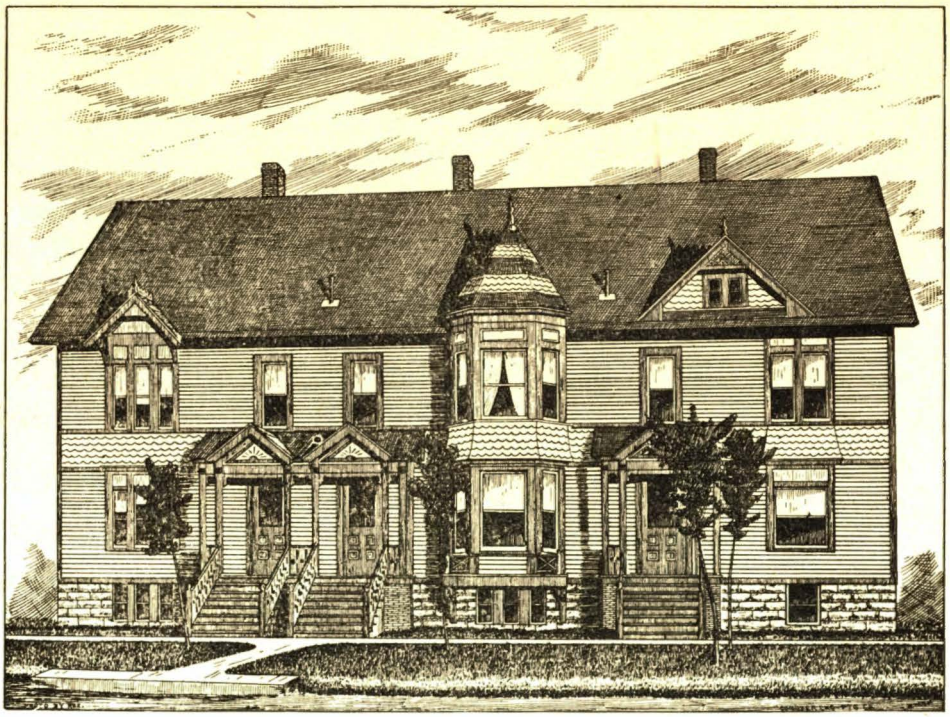
Prior to the location of the capital in 1847, settlement had been made in the northern and southern portions of the city. In 1835 William H. Townsend made entries on sections 9, 20 and 21; in May, 1836, Frederick Bushnell entered a large amount on sections 8, 9 and 17; and on July 7th. 1836, James Seymour entered several hundred acres on sections 8, 10, 15 and 17. Early in 1836, Jerry and William Ford laid out a village called



CONGREGATIONAL CHURCH.

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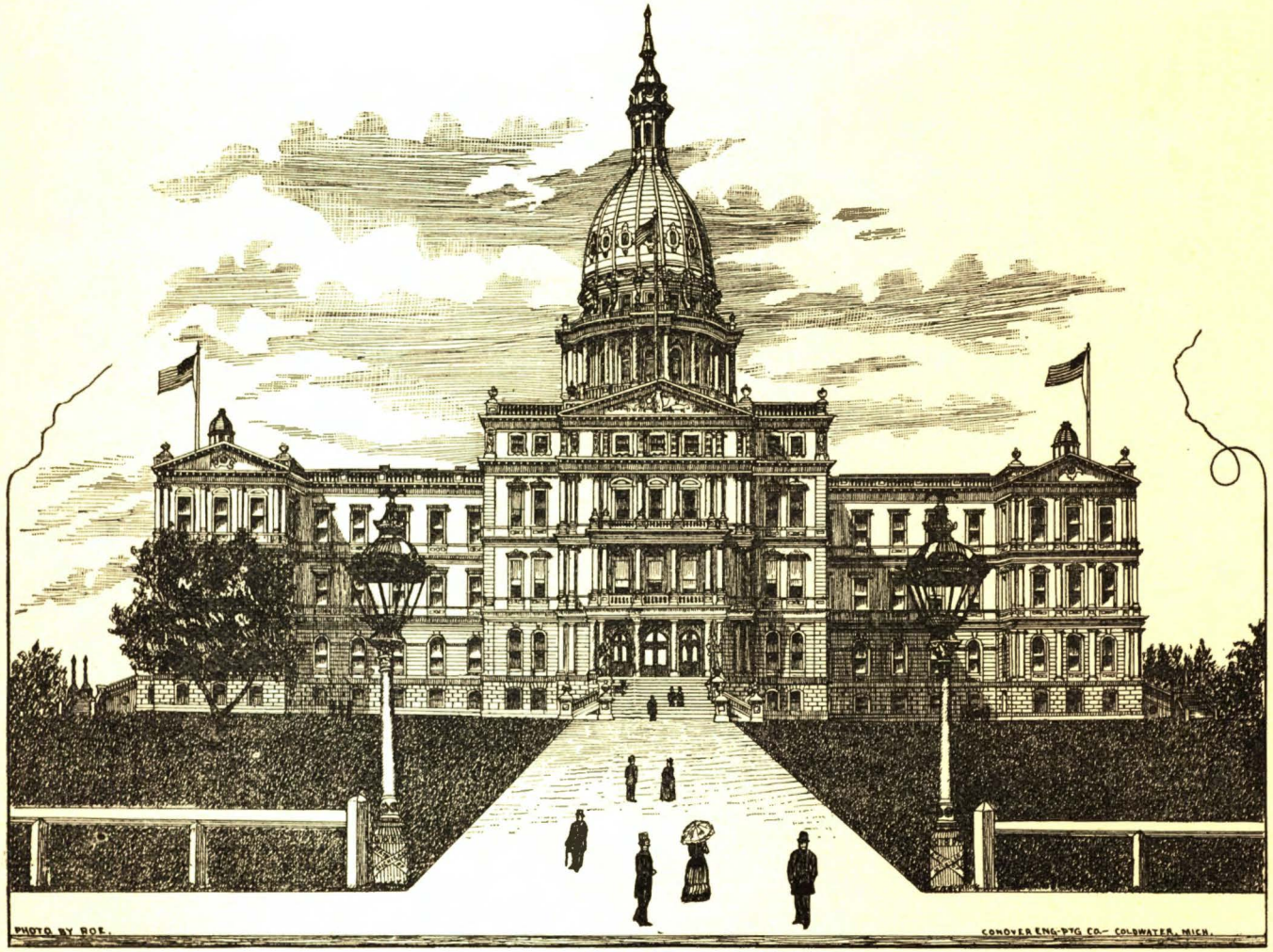
after Major John Biddle, "Biddle City," which was located on section 21, lying east and south of Grand river, and south of Cedar river, now a portion of the sixth ward. This village had 48 full blocks, and seventeen fractional ones, and was provided with a public square, a church square, and an academy square. Some lots were sold, but the plat was subsequently vacated, and the village site was sold for taxes. A portion of the plat was purchased by Joab Page, and he sold it to Charles P. Bush.



RESIDENCE OF D. M. NOTTINGHAM, M. D.

The location of the capital at Lansing, and the reasons therefor, will be briefly given. The State constitution of 1835 fixed the capital at Detroit until 1847, when it was to be permanently located. The agitation began in 1846. The feeling against Detroit as the permanent capital was greatly intensified by the defeat of Ex-Governor Ransom for United States Senator, and also by articles in the Detroit papers reflecting upon prominent members of the legislature for their opposition to granting some special privileges to the Michigan Central Railroad Company. On the assembling of the legislature of 1847, it was soon seen that a decided majority was in favor of removal from Detroit. Among the places contesting for the honor were Ann Arbor, Albion, Marshall, Battle Creek, Jackson, Dexter, Byron, Charlotte, Corunna, Detroit, DeWitt, Eaton Rapids, Flint, Grand Blanc, Lyons and Owosso. The House once voted for Lyons by 30 to 28, but it was reconsidered, and Lansing was selected by a vote of 35 to 27. In the Senate, Marshall was selected by 12 to 9, and the vote was reconsidered and lost. Then Jackson was selected by 14 to 7, which was also lost on reconsideration, Lansing finally receiving

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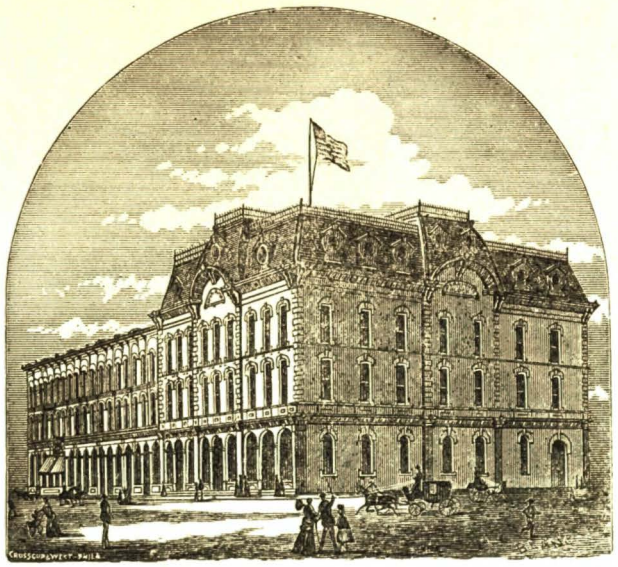


MICHIGAN STATE CAPITOL.

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12 to 8. To Charles P. Bush, a senator in 1847, and George W. Peck, speaker of the house, much of the credit was due. Enos Goodrich, John D. Pierce and Joseph H. Kilbourne, of the legislature, and the Seymours and William H. Townsend also aided largely in the work. All the northern members, both east and west of the meridian line, favored Lansing. Jealousy and rivalry prevented a location on the line of the Michigan Central road, while there was little feeling against Lansing, then boasting of a few log houses and a saw mill. The result was a happy one, and largely aided in the developement of the central portion of the state.

The commissioners who located the capitol were James L. Glen, David Smart, and Alonzo Ferris. Abiel Silver, then commissioner of the State Land Office, appointed John M. French, Richard Ferris and Joseph L. Huntington to personally examine and appraise each lot. Mr. French is still living, an honored citizen of Lansing.



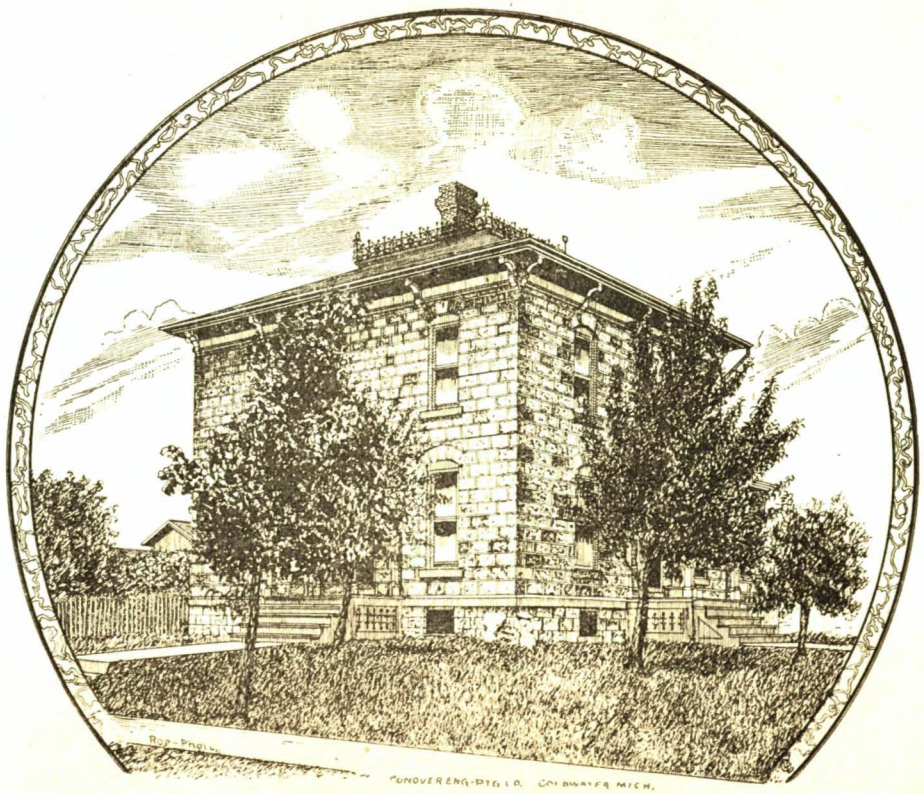
BUCK'S OPERA HOUSE.

The old Capitol building erected in 1847 on block 115, was a two story buildng, about sixty by one hundred feet, and originally cost, including commissioners pay and expenses, $17,868.46. It was surmounted by a small cupola or belfry, and in 1865 was enlarged by an addition of sixteen feet on the south end, at a cost of $8,035.55. This building was used for state purposes from January, '48, to January, '79, and several years later was destroyed by fire. The old state offices, on the site of the present Capiol was erected in 1853, at a cost of $15,562, and in 1863 was enlarged at a cost of $6,482.

The act for the erection of the present capitol was approved March 31, 1871. The same act provided for the crection of temporary state offices and appropriated $30,000 for that purpose. This building corner of Washington avenue and Allegan street, was erected at a cost of $30,693.94.

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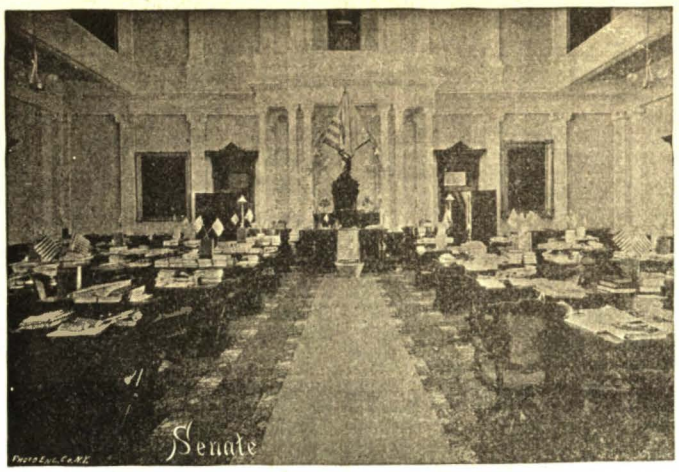
The Board of State Building Commissioners consisted of Ebenezer O. Grosvenor, James Shearer, and Alexander Chapoton, the Governor being ex-officio chairman of the board. Twenty sets of drawings were presented Dec., 28, 1871, and after a careful examination, the plans of Elijah E. Myers, of Springfield, Illinois, were adopted and he was engaged as architect and superintendent of the work. On July 15, 1872, the contract was let to Nehemiah Osburn & Co., of Rochester, N. Y., and Detroit, Mich., for $1,144,057.20. In March, 1872, the legislature appropriated $1,200,000 for the work. Subsequently $70,000 was appropriated for steam heating and ventilation, $65,000 for a stone cornice, $30,000 for changes in roof and steps to portico, $40,000 for furnishing legislative halls and library, $25,000 for electrician work and other improvements, and $75,000 for completing the furnishing of the building. The total appropriations to May 21, 1877 were $1,505,000; Of this amount nearly $20,000 was covered back into the treasury when the capitol was turned over to the state. Since that time several appropriations have been made for decorations and other purposes, but the total expenditure is less than $1,600,000

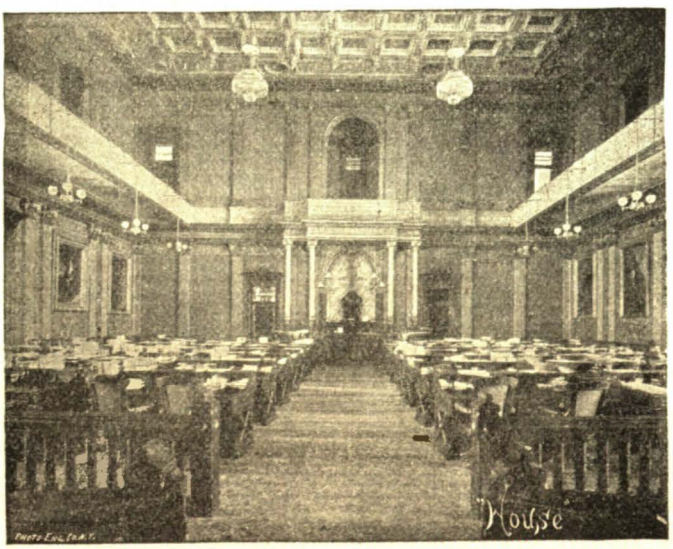


RESIDENCE OF ALDERMAN U. D. WARD.

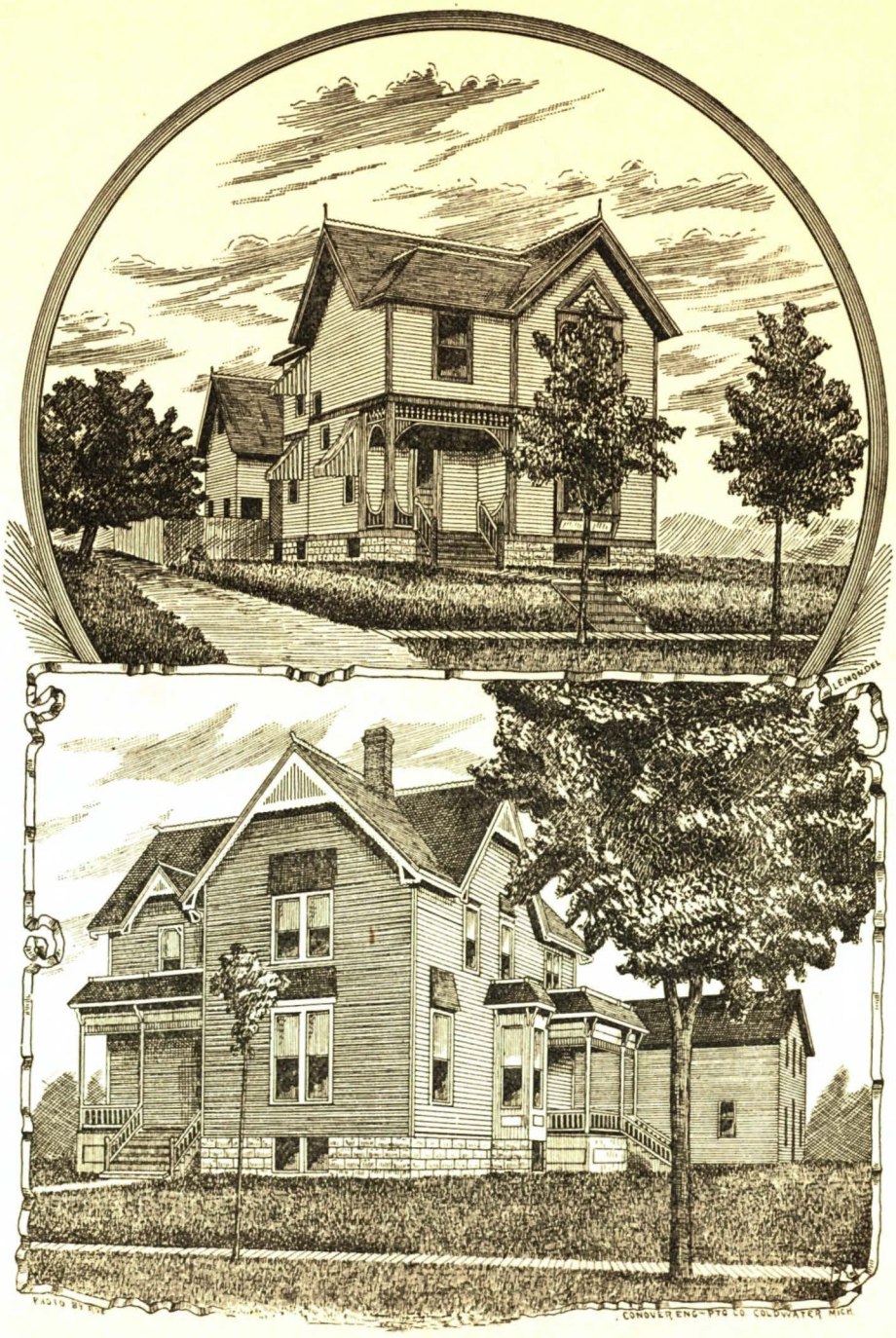
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The Capitol stands in an elegant position, fronting east, facing Michigan Avenue. The square on which it stands has a frontage of 660 feet on Capitol Avenue, from north to south, and a depth of 742½ feet from east to west, giving a superficial area of 490,050 square feet, or exactly eleven and a quarter acres. The building, exclusive of porticos is 345 feet 2 inches in length, and 191 feet 5 inches in depth at center. Including porticos and steps the length is 420 feet 2 inches, and the greatest depth 273 feet 11 inches. The extreme height is 267 feet. The height of basement is 11 feet, first, second and third stories, each 20 feet, fourth story 16 feet. The east corridor is 29 feet wide, the west 19 feet, and the north and south ones 18 feet. The clear diameter of the rotunda is 44½ feet, the height from floor to diaphragm 150 feet. Each legislative hall is 75 feet





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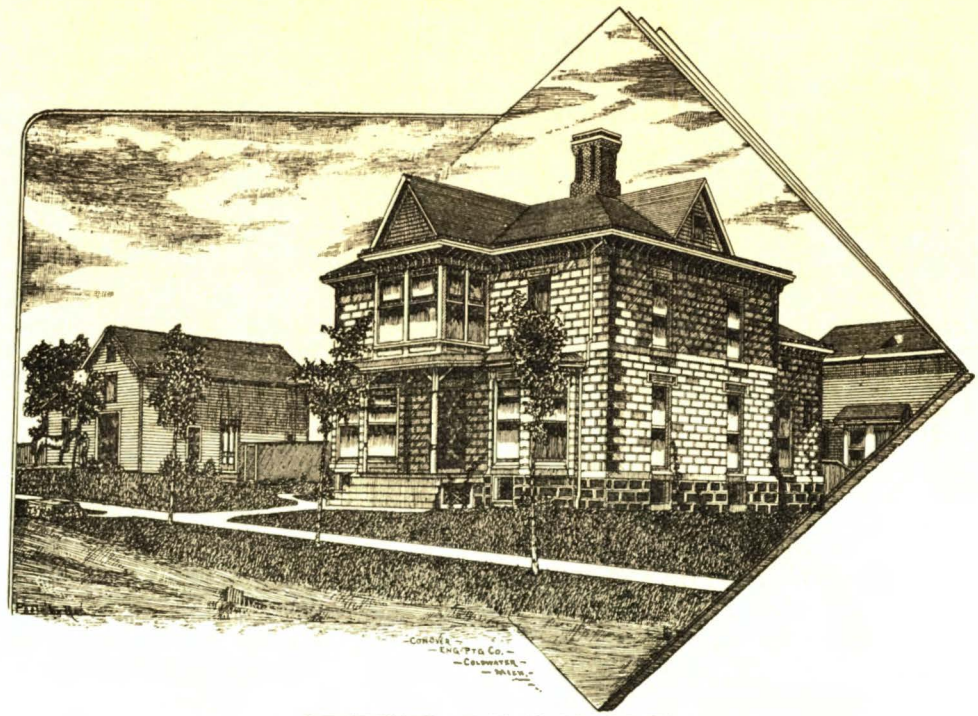


RESIDENCE OF J. EDWARD ROE

RESIDENCE OF ALDERMAN N. J. ROE.

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from east to west; The representative chamber is 75 feet, and the senate chamber 57 feet from north to south. To the ceiling in both halls 41½ feet. The state library is 100 by 45 feet, three stories high, containing five galleries, with a capacity for 100,000 volumes, and had 50,861 at the close of the year 1888. There are 139 rooms in the building besides the corriders passages, closets, wash and cloak rooms. It is lighted by gas and electric lights, covers one and one sixth acres, and the girth of the building is 1520 feet. It is of the style of architecture classed as Palladian, conveys the idea of grace, beauty and solidity, is of symmetrical and beautiful proportions and a building of which the people of Michigan speak with just pride.



RESIDENCE OF W. K. PRUDDEN.

Col. John W. Burchard is said to have erected the first dwelling in Lansing, a log house built in 1843, near the site of the Franklin House, formerly Seymour House, in the northern part of the city. He also built the first dam across Grand River, which was completed in the fall of 1843. He was drowned in the spring of 1844, and the property went back into the hands of James Seymour, who built a sawmill and made other improvements.

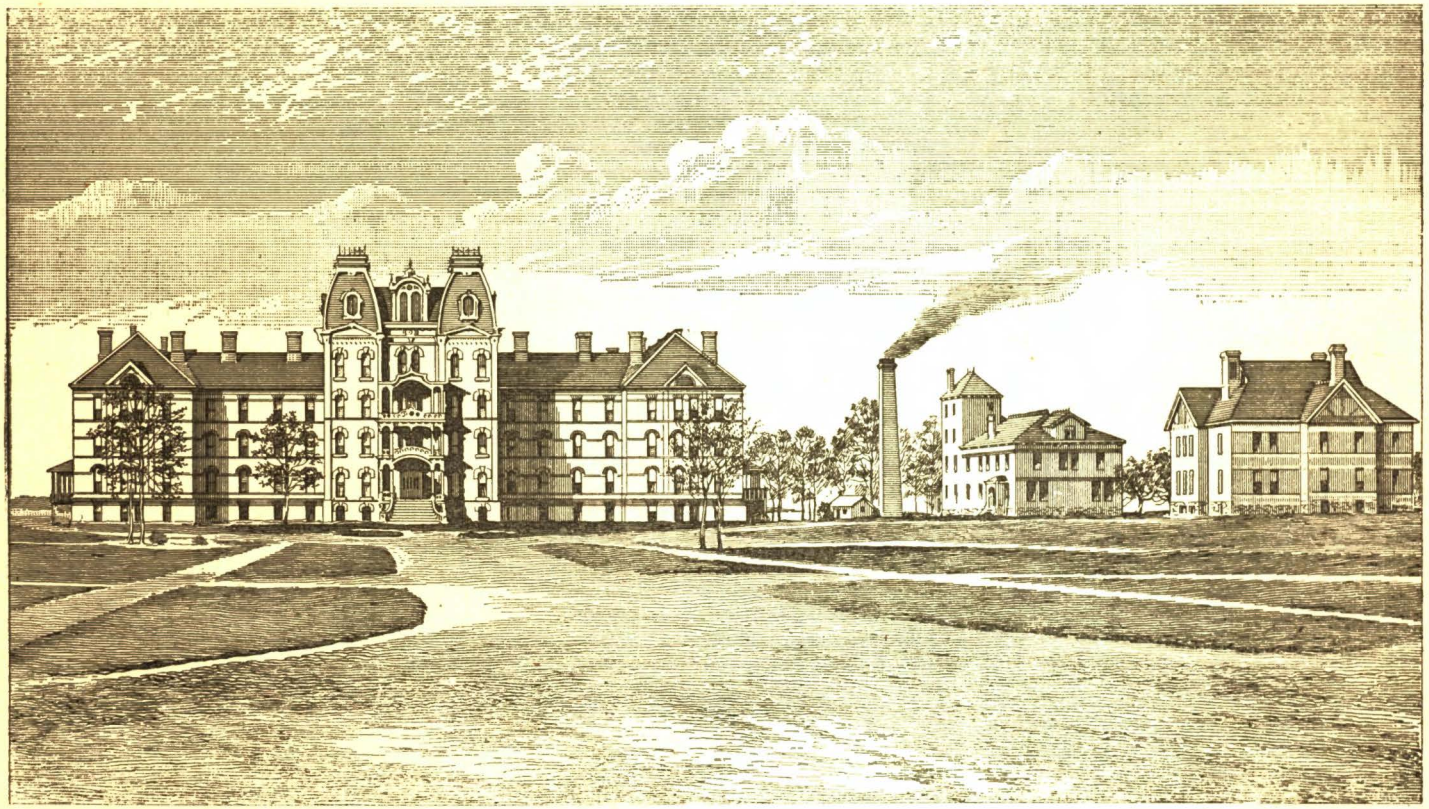
The town of Lansing was organized by an act passed Feb. 16, 1842. The first town meeting was held at the "shanty" near the bridge across the Cedar river. There were eleven votes cast, and twenty two officers were elected, several voters holding two or three offices. Joseph E. North was the first supervisor and town treasurer, Justus Gilkey was the first clerk,

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The sum of $150 was voted for town expenses. In 1843 sixteen votes were polled. At the fall election seventeen votes were cast, of which 14 were for John S. Barry for Governor, and three for Zina Pitcher. At the state election in 1845 sixteen votes were cast for governor. In 1847 the voters numbered thirty. With the location of the Capital that year, the population rapidly increased, and three villages sprang into existence, one around the saw mill at North Lansing, one along Main street and on the east side of Grand River near the mineral well bridge, and one about the site of the old Capitol. From thirty voters in the spring of 1847, the number increased to 193 in the fall of 1847, and to 247 in the spring of 1848. In the next seven years the growth of the town was slow, the total vote in 1855 being only 339, an increase of 103 votes over the previous year. In 1856 the voters numbered 523, and at the fall election the number of votes polled was 605, of which Kinsley S. Bingham for governor received 327, and Alpheus Felch 278. At the last town meeting prior to the organization of the city, held April 5, 1858, there were 649 votes polled. Of this number about 600 resided in the present city limits. The village had a population of nearly 3,000.

The site of the new Capital was in a heavily timbered country, very difficult of access, and for a few of years was decidedly unhealthy. Epidemics and fevers were fataly prevalent, and many new comers discouraged moved away to more promising fields. The writer, in 1855, was eight hours making the seventeen miles from Eaton Rapids to Lansing by stage. But with all the drawbacks, decided advances had been made. The Seymour House at North Lansing, the Benton House, now Everett House, the old Lansing House, the Columbus House, now a part of the Hudson House, and other hotels, were doing a fair business, and business houses were in operation both in Middle Town and North Lansing. The brick buildings in the city were few, the Benton House, the present City National Bank, the home of A. N. Hart, and the two stores now occupied as a tailor shop by J. Waltz, and as a clothing store adjoining, with the state offices, on the site of the present Capitol, being all in the spring of 1855. There was little money or chance to earn it, and only one private banking office, that of J. C. Bailey, who received two per cent per month for loans to customers. But Lansing had been brought into communication with the business world by the completion of the Lansing and Howell plank road in December, 1852. Its connection there with the Detroit and Howell road made a fine through line from Lansing to Detroit, a distance of 87 miles, over which the stages of Hibbard and Burrell, carrying twenty passengers, made the distance daily each way in ten hours. The plank road to Howell was built by H. H. Smith, James Turner, and Charles Seymour, and was managed by James Turner, who was treasurer from 1851 until his death in Oct., 1869. There was also a plank road from Jackson to Eaton Rapids, within seventeen miles of Lansing. Over these roads, especially the one to Detroit, went hundreds of teams carrying produce to market and bringing back merchandise for the Grand River valley section of the state. The people obtained their flour and meal from mills at Delta, DeWitt, Wacousta and from the Hart mills of Lansing, first erected in 1848 by A. N. Hart, E. B. Danforth and H. H. Smith. The time was coming when the Capital would no longer be known to the boys of the town as "the hole in the woods".

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INSTITUTE FOR THE BLIND.

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The supervisors from 1842 to '59, were as follows: 1843-4, Joseph E. North; 1845, Isaac C. Page; 1846-7, Joab Page; 1848-9, Lawson S. Warner; 1850, David E. Corbin; 1851, William H. Chapman; 1852, George Q. Parsons; 1853, Charles A. Hedges; 1854, Charles W. Butler; 1855-6, Joseph C. Bailey; 1857, Allen R. Burr; 1858, Franklin LaRue.

The Mayors of the city from 1859 to '89, were as follows: 1859, Hiram H. Smith; 1860, John A. Kerr; 1861-2, William H. Chapman; 1863-4-5, Ira H. Bartholomew; 1866, William H. Haze; 1867, George W. Peck; 1868-9, Cyrus Hewitt; 1870, Solomon W. Wright; 1871, John Robson; 1872-3, John S. Tooker; 1874-5, Daniel W. Buck; 1876, John S. Tooker; 1877, Orlando M. Barnes; 1878, Joseph E. Warner; 1879-80, William VanBuren; 1881, John Robson; 1882-3, O. F. Barnes; '84-5, Wm. Donovan; '86, D. W. Buck; '87, J. F. Schultz; 1888, John F. Crotty; '89, James M. Turner. The other city officers for '89 are William C. Hinman, Clerk; Daniel Barringer, Treasurer; A. N. Hart, J. W. Hinchey, U. D. Ward, F. C. Bennett, N. J. Roe, J. S. Bennett, A. A. Wilbur, H. C. Klocksiem, J. J. Baird, C. P. Lesher, Charles Broas, D. M. Nottingham, Aldermen; H. D. Bartholomew, Auditor; E. S. Bates, Marshal; J. P. Lee, Attorney; J. A. Park, Assessor; R. N. Watkins, Sexton; George H. Kneal, Street Inspector; V. R. Canfield, Chief Fire Department; Patrick O'Connell, Engineer; A. D. Hagadorn, Physician; C. D. Harris, John Robson, B. D. Northrop, Cemetery Trustees; Eli Bidleman, Janitor; Justices of the Peace, O. A. Clark, Wm. H. Pinckney, J. H. Chase.

The City as originally chartered, comprised seven and a half square miles, or 4,800 square acres, and was divided into three wards, Washtenaw and Saginaw streets being the dividing lines. In 1861, the wards were increased to four, in '71 to five, in '74 to six, the present number. Each ward has two aldermen who serve two years, one being elected in each ward annually. The senior alderman in each ward is supervisor the second year, and the city assessor acts on the board of supervisors. Ordinances can only pass over the mayor's veto by a two third vote. The city officers are elected annually.

In 1847, Charles P Bush, John Thomas and Daniel S. Lee, purchased a large amount of land in the southern part of the city, and Bush and Thomas erected a store on the east side of Grand River, near the mineral well bridge, where an extensive business was done for several years. The firm, Bush, Thomas and Lee, erected the first bridge across the Grand River at the foot of Main street. The same year, '47, a bridge was built at North Lansing. There were in '47-8, three hotels, the National, on the east side of Grand River, the Michigan House, corner of Main and River streets, and the Benton, now Everett House, at the corner of Washington Ave., and Main street; This hotel built in '47, was a pretentious structure, and the first brick building in Lansing. The people both at North and South Lansing expected the business center to remain at these points, as the lands on section sixteen was heavily timbered, the soil clay low and wet while the forest was standing. But the business grew from year to year, and soon concentrated near the Capitol. In 1847 a few other hotels were erected; the Lansing House, built of logs opposite the present Hotel Downey; the Columbus House, now a part of the Hudson House; the Ohio

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House, on Washtenaw street, just back of the Hotel Downey; and the Seymour House, now Franklin House, at North Lansing.

Among the leading citizens of the early days of Lansing, were George W. Peck, Charles P. Bush, Hiram H. Smith, James Turner, Daniel L. Case, Charles W. Butler, Whitney Jones, William H. Chapman, John R. Price, Joseph C. Bailey, Daniel W. Buck, Dr. B. Shank, William Hinman, Stanley Briggs, Joab Page, John Whitely, James Seymour, J. P. and F. M. Cowles, E. B. Danforth, Frederick Alton, Smith Tooker, Justus Gilkey, John Thorburn. and John W., and Ephraim Longyear. These were a few of the early settlers who gave their time, strength and means in the first years of the history of the Capital, to build up a city in the wilderness.

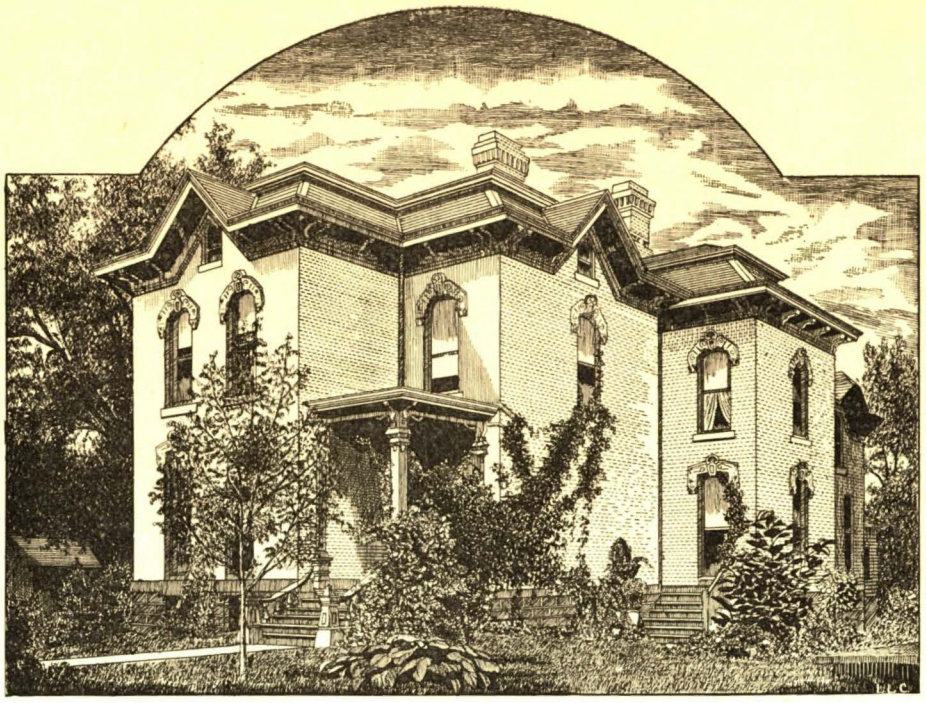


CORNER WASHINGTON AND MICHIGAN AVENUES.

RAILROADS.

The first railroad built to Lansing, was from Owosso to Lansing, as a part of the Amboy, Lansing and Traverse Bay Railroad. The company filed its articles of association as early as January 29, 1847, but nothing was done for many years. The government land grant, endorsed by the legislature, was accepted March 21, 1857. The line was opened from Owosso to Laingsbury in 1858, to Bath in 1859, and to North Lansing September 4, 1861. By a special grant of lands, the remaining mile from North Lansing to Michigan Avenue was completed in 1863. The rights of the company were assigned to the Northern Central Michigan Railroad Company in 1866, and the present Lansing division of the Lake Shore Railroad was completed from Jonesville to Lansing, January 13, 1873.

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RESIDENCE OF E. H. WHITNEY.

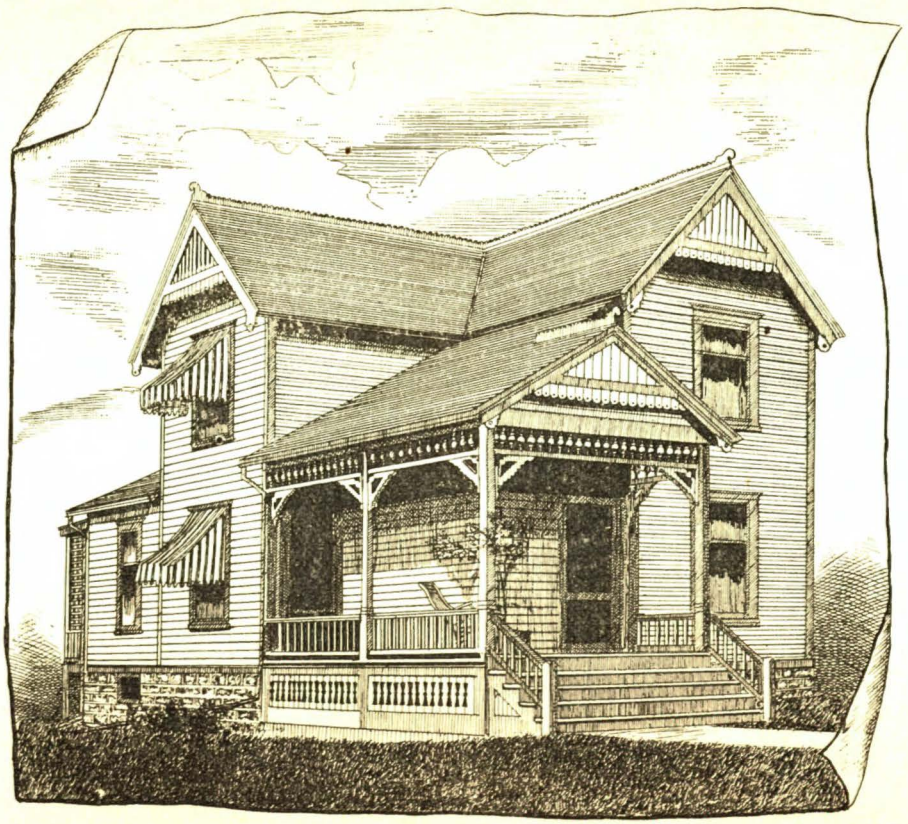
The Lansing and Jackson Railroad Company filed articles of association February 23, 1864. A year later the name was changed to Jackson, Lansing and Saginaw, with the northern terminus at Saginaw. It was completed between Jackson and Lansing in June, 1866, and to Saginaw in 1867. In 1873 it was extended north as far as Otsego Lake, and later to Cheboygan and Mackinaw. It secured, by assignment, all the land grants of the Amboy, Lansing and Traverse Bay road north of Lansing, in 1866, and James Turner, Daniel L. Case, William H. Chapman, A. N. Hart, of Lansing, and O. M. Barnes, then of Mason, later removing to Lansing, took an active part in building the road. The road later was leased for a long term of years to the Michigan Central and is now a branch line of that road.

The Peninsular Railroad Company, organized to build a railroad between Battle Creek and Lansing, filed its articles of association, October 3, 1865. The line between the two cities was completed in December, 1869, and it was later extended south and west to Valparaiso, Indiana. On the 15th. of August, 1873, it was consolidated with the Port Huron and Lake Michigan road, which had opened a line from Port Huron to Flint. The Chicago and Northeastern Railroad Company was organized to build a line from Lansing to Flint. After many delays it was finally completed by the able financial management of James M. Turner of Lansing, President of the road, and was opened for business in January, 1877. In 1879, with other divisions of the line, it became the property of the Grand Trunk of Canada, which completed the line to

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Chicago, and in the spring of 1880, it became the Chicago and Grand Trunk Railway, a portion of a great trunk line to the seaboard through Canada, having direct connections with Portland, Boston and New York. It is doing an immense freight and passenger traffic, and is to Lansing the most important line, which in return gives that road more freight than any other station between Chicago and Port Huron.

The Ionia and Lansing Railroad Company filed its articles of association, February, 26, 1866. James Turner being treasurer of the road, and Judge Borland of Lancaster, Ohio, who had large real estate interests in Lansing, and L. D. Bingham of Lansing, among the directors. Hampton Rich was President. Through the assistance of James F. Joy of Detroit, who procured a large amount of Boston capital, the road was completed to Ionia in December, 1869, and to Greenville in 1871. That year it was consolidated with an organized company to build a road from Detroit to Lansing, via Brighton and Howell, and became the Detroit, Lansing and Lake Michigan road. The line was completed from Detroit to Lansing in August, 1871, and was extended the same year from Greenville to Howard City, there connecting with the Grand Rapids and Indiana road. Later a branch line was built from Ionia, via Stanton, to Big Rapids, and January 1, 1878, the corporate name was changed to the



RESIDENCE OF FRANK D. WELLER.

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Detroit, Lansing and Northern. In 1888, by the building of a branch line from Grand Ledge to Grand Rapids, that city was brought within four and a half hours of Detroit. It is owned by Boston capitalists, is not quoted in market, and has paid good dividends during the railroad depression of the few years past. For some years was the only road paying annual dividends, in the lower peninsula. It is now connected with the Western and Lake Michigan road, and does a large business in carrying passengers, and the transportation of lumber, grain, and merchandise.

There are five passenger stations in the city, two at North Lansing, two in the center, and one in the southern part of the city. A transit line now crosses the Grand River to the west side, with an outlet to the Michigan Central, Lake Shore, and the Detroit and Lansing roads, and these roads have favorable connections with the Grand Trunk. Lansing has thus eight railroad arms which give it favorable connections with the commercial world in every direction.

But few of the present citizens of Lansing realize the immense sacrifice made by the people of Lansing from 1858 to 1871, to secure these lines of railroad, in order to pave the way for the growth of manufactures and general business prosperity. Every man who had a dollar to spare subscribed for these various lines, while ten per cent of the valuation of the city, was voted as corporate aid. These bonds were twenty year bonds, bearing ten per cent interest, all of which has been paid. During the same period, at least $300,000 was paid out in grading streets and building bridges. So enormous were the grade taxes on some of the streets, that it exceeded the value of the lots. This was especially true of Michigan Avenue east, and Cedar street. It would not be an over estimate to say that the sums paid for these purposes equalled half the valuation of the city in 1870.

A company has been organized, with A. O. Bement, of Lansing, as President, to build a line from Lansing to St. Johns, thence to Maple Rapids and to some point not fixed, further north and west, and a survey is now being made. It is of great importance to the Capital, and of still greater interest to St. Johns and Maple Rapids. If the people of Lansing, with her present population, capital and manufactures, take a tithe of the interest shown in railroad projects twenty-five years ago, it will certainly be built. With that line completed, no city in the interior of the state will have railroad facilities surpassing those to be found at the Capital.

STATE INSTITUTIONS.

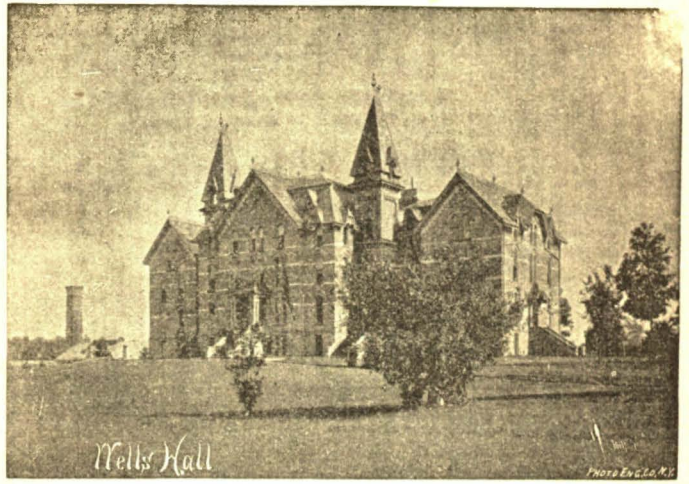
Lansing has been selected as the location of three institutions; the Agricultural College, Reform School, and the Institute for the Blind. All of these are in a flourishing condition, well located and well managed.

AGRICULTURAL COLLEGE.

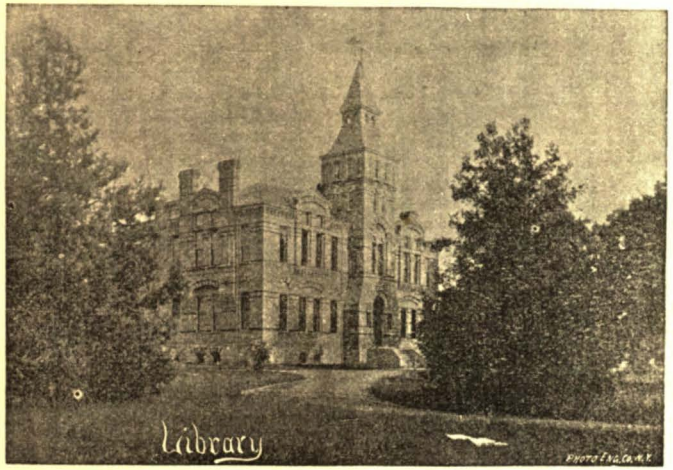
The constitution of 1850, among its provisions, made it mandatory that "the legislature shall, as soon as practicable, provide for the establishment of an agricultural school." Under this provision, Governor Kinsley S. Bingham, in January, 1855, urged favorable action, and the legislature responded by the passage of a law. It is located about three and a half miles east of the capitol, on a tract of 676 acres of land,

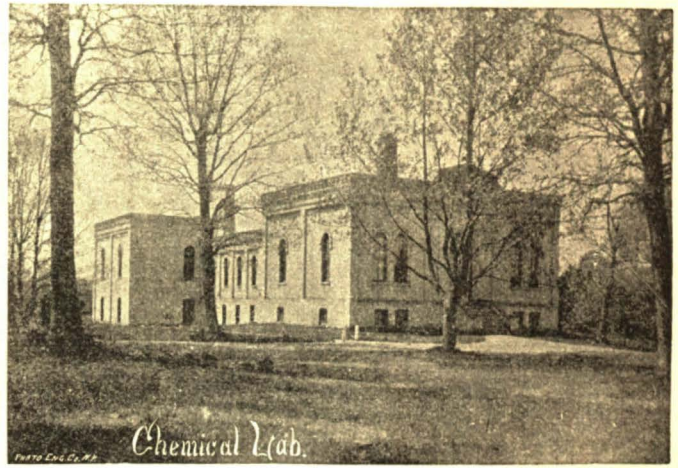
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AGRICULTURAL COLLEGE BUILDINGS.





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RESIDENCE OF H. W. SQUIERS.

most of which is south of the Cedar river, the buildings being in a park on the north side of that stream. In 1856 and '57 three brick buildings were erected upon the ground selected by the State Agricultural Society, and it was opened in May, 1857, Governor Bingham delivering the address on the occasion. Hon. Joseph R. Williams was the first President, and among the first professors were Rev. L. R. Fisk, J. C. Holmes, Dr. R. C. Kedzie, and Calvin Tracy.

For may years the college labored under great embarassment. The students were logging and pulling stumps, the necessity of the location, while it had the open hostility of the Michigan University, and of the press of Detroit, and several leading places in Michigan. The large appropriations required were bitterly opposed in the legislature, and for some years the Lansing papers were the only ones who stood heartily by the institution. But after more than twenty years battling with opposition, it secured the cordial support of the farmers of the state, and under able Boards of Agriculture, and the instruction of such men as Presidents Abbott and Willits, and Professors Kedzie, Beal, Cook, and others, it has become the leading institution of the kind in the country.

It is governed by a State Board of Agriculture, composed of six appointed members, with the addition of the Governor of the state, and the President of the college as ex-officio members. Two of the six members are appointed by the Governor every second year. The general government granted 235,673 acres of lands in Michigan, to be selected by the state from unsold lands, for the benefit of the college. These selec-

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tions were made during the administration of Governor Crapo, and since that time the valuation of lands unsold has been increased. The principal on lands sold goes into the state treasury, and the college receives seven per cent interest thereon, now nearly half enough for the needs of the college.

The College is the oldest and has the highest standing of any institution of the kind in this country. It has graduated over 400 students, of whom one half engage in agriculture or similar occupations. Its plant is worth $400,000,00, has dwellings and dormitories for officers and 300 students, eight finely equipped laboratories for as many departments, a library of 11,000 volumes, museums, botanical gardens, etc. The farm and garden are well supplied with barns, live stock of leading breeds, improved machinery, etc.

There are two parallel courses, agriculture and mechanics. Each course requires from two to four hours manual labor daily, for the four years. The college year begins the last Monday in August. The long vacation, from November 15, to February 20, gives the self supporting students, the opportunity to teach. Tuition free to students from the state, $15 a year to others. Board costs about $2.35 per week. Other expenses, including books, fuel, room rent, and all fees, from $30 to $60 per year. Manual labor, when not educational, is paid eight cents an hour. An officer of the United States army, gives a thorough course of military training. For location, beauty of surroundings, and advantages, it surpasses any school of the kind in the union.

REFORM SCHOOL.

The Michigan State Reform School, was provided for by an act approved February 10, 1855, in pursuance of recomendations made by Governor Andrew Parsons in his retiring message, and Governor Bingham in his inaugral. It was then named a "House of Correction for Juvenile offenders" and was to be "located at, or near Lansing, in the county of Ingham, provided that a suitable piece of land of not less than twenty acres, shall be donated for that purpose." Thirty acres was donated for that purpose, in a commanding position at the terminus of Shiawassee street, and facing west on Pennsylvania Avenue, and 195 acres were subsequently purchased by the state. The building was first opened September 2, 1856. Theodore Foster serving as Superintendent until July 1, 1860. He was followed by D. B. Nichols, C. B. Robinson, O. W. Fay, Charles Johnson, F. M. Hene, and since 1880, by Cornelius A. Gower, formerly Superintendent of Public Instruction, who has attained a national reputation in the management of the boys without harsh discipline, or prison surroundings.

The name of the institution was changed to "The Michigan Reform School," in 1859. The management is under a Board of Control of three members, one being appointed every two years, who meet monthly. The present board are H. B. Rowlson, William Ball, and William Donovan. Boys are received from the ages of ten to sixteen, are learned farming, and various trades, receive a fair education, have access to a choice library, and fine play grounds. They are placed out under good care, as thought judicious, but remain subject to recall for bad behavior. The

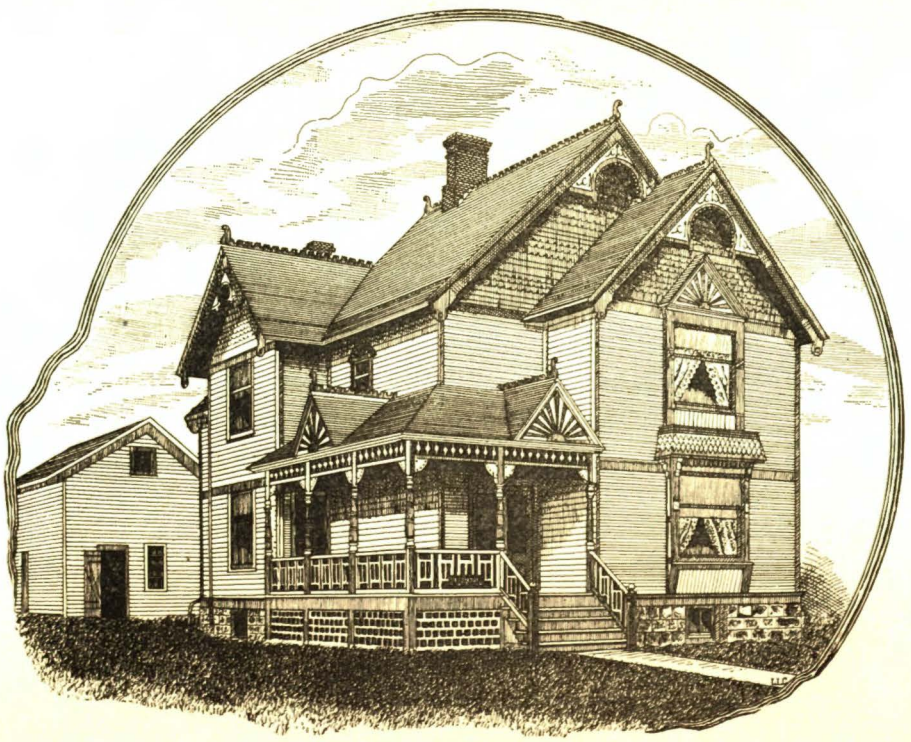
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number there, is usually more than 400. Many of its inmates have made good citizens and leading business men.

INSTITUTE FOR THE BLIND.

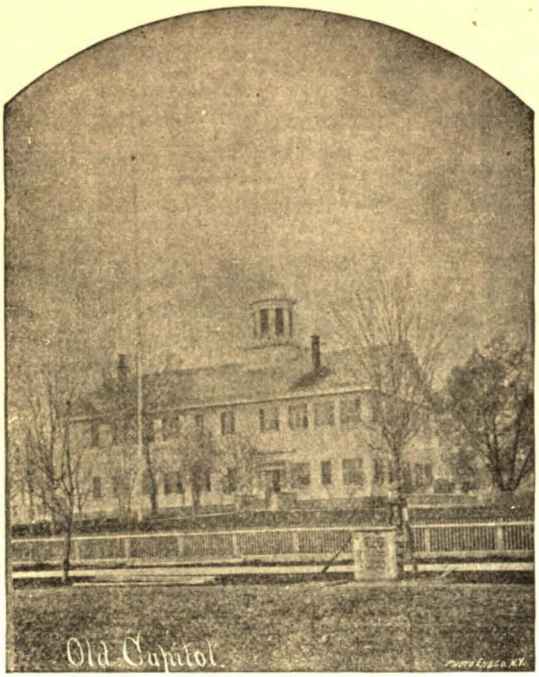
For many years the deaf, dumb and blind wards of the state were educated at the present asylum for the deaf and dumb at Flint. By a law approved May 31, 1879, it was ordered that a separate school be established for the blind. Through disagreement of the trustees as to the location, nothing was done until the fall of 1880, when the grounds and buildings of the Odd Fellows at Lansing, were leased for that purpose, it being stipulated that the title should pass to the state on the payment of $10,000. In 1881 the state made the purchase, for that sum, less than one sixth of the actual cost of the property.

The lands comprise about 46 acres, well located in the northwestern part of the city, the buildings fronting on Franklin street, with good drainage to Grand River. The grounds are finely graded, well shaded, the buildings imposing, and will accomodate many more pupils than are now in attendance. About one hundred pupils were there last year, mostly girls. Reading is taught by the most approved methods. The study of music, sewing, and the making of brooms, form a part of the education. As there are several hundred blind children in the state, who have the opportunity of free education, it is expected that there will be a larger attendance from year to year. Hon. Daniel L. Case is the resident trustee, and Robert Parker Superintendent, either of whom will answer all inquiry The land and buildings are worth at least, $200,000.

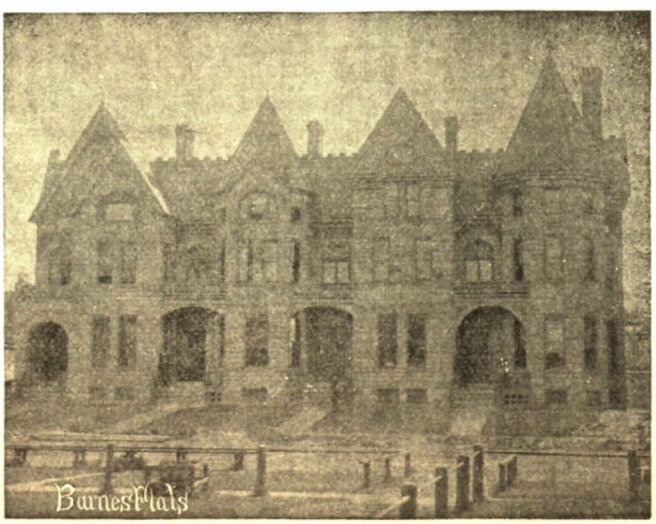


RESIDENCE OF DR. J. F. CAMPBELL.

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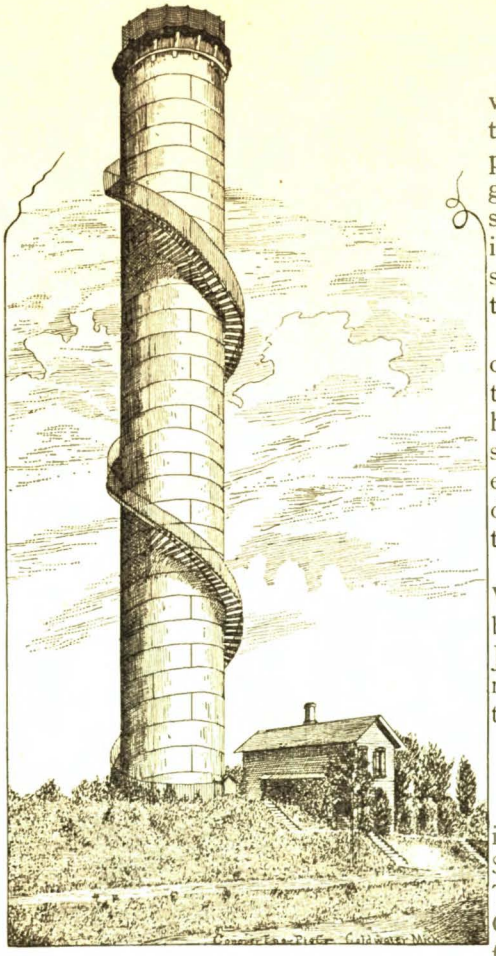


THE OLD STATE CAPITOL.



This block was designed by Claire Allen, Architect, Lansing, Mich.

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WATER WORKS.

The city has a fine system of water works, artesian wells furnishing all the water required, The engines pump from 35,000,000 to 40,000,000 gallons per month. The stand pipe, swown in the accompanying engraving, 152 feet in hight, with its outside circular stairs, is an ornament to the city.

The water works are owned by the city, and cost over $100,000. Thirty two and a half miles of street mains have been put in. The system is self-supporting and the water is of an excellent quality and the supply is no doubt ample to meet all the needs of the future.

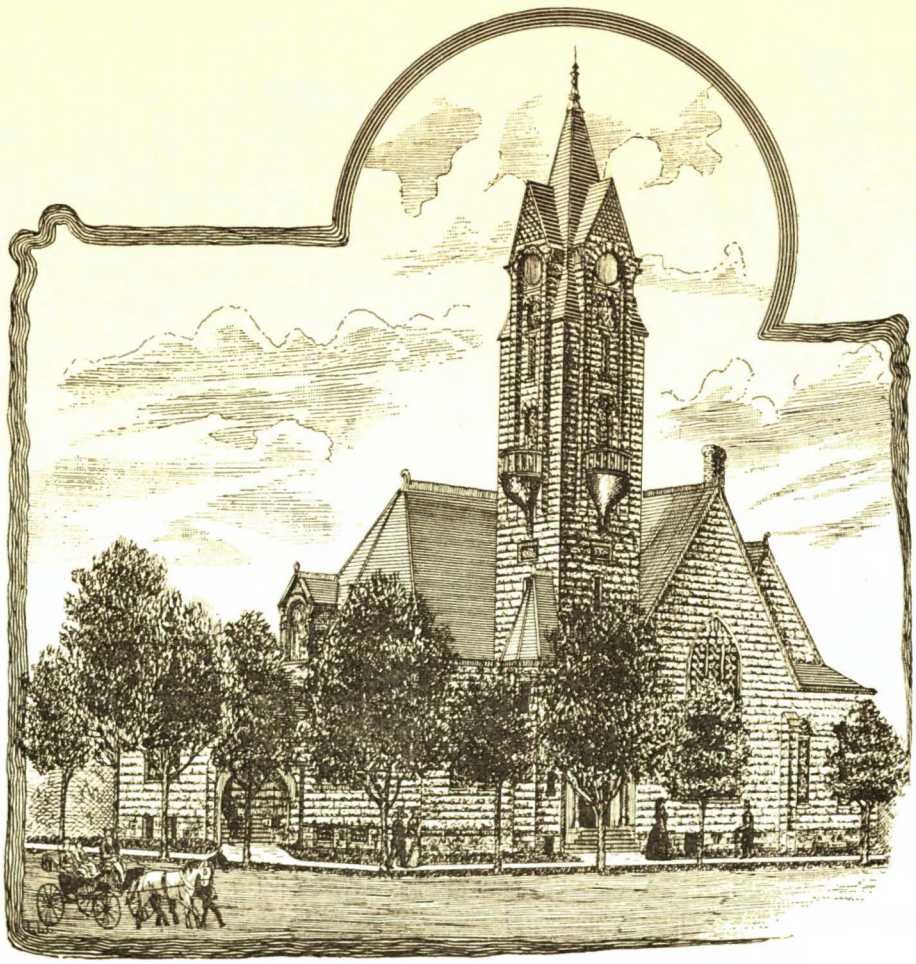
O. M. Barnes is president of the Water Board, and the other members are Charles Connell, Samuel Jarvis, John Burghart and A. O. Bement. H. D. Bartholomew, secretary, Wm. S. Wright, sup't.

FIRE DEPARTMENT.

Lansing suffered severely from fires in the early years of its history, and $1,000,000 would not cover the loss. The fire department was organized in October, 1856, and it was provided first with a hand engine, hose cart, and a hook & ladder company; the whole outfit costing about $1,700.

In 1871 two steam fire engines were purchased, at a cost of $8,000. With the establishment of the water works and numerous hydrants, it has now an efficient fire department, with a paid force, giving speedy and ample protection from fire. The electric fire alarm system is in use, with numerous signal stations. V. R. Canfield is chief of the department.

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PRESBYTERIAN CHURCH.

CHURCHES.

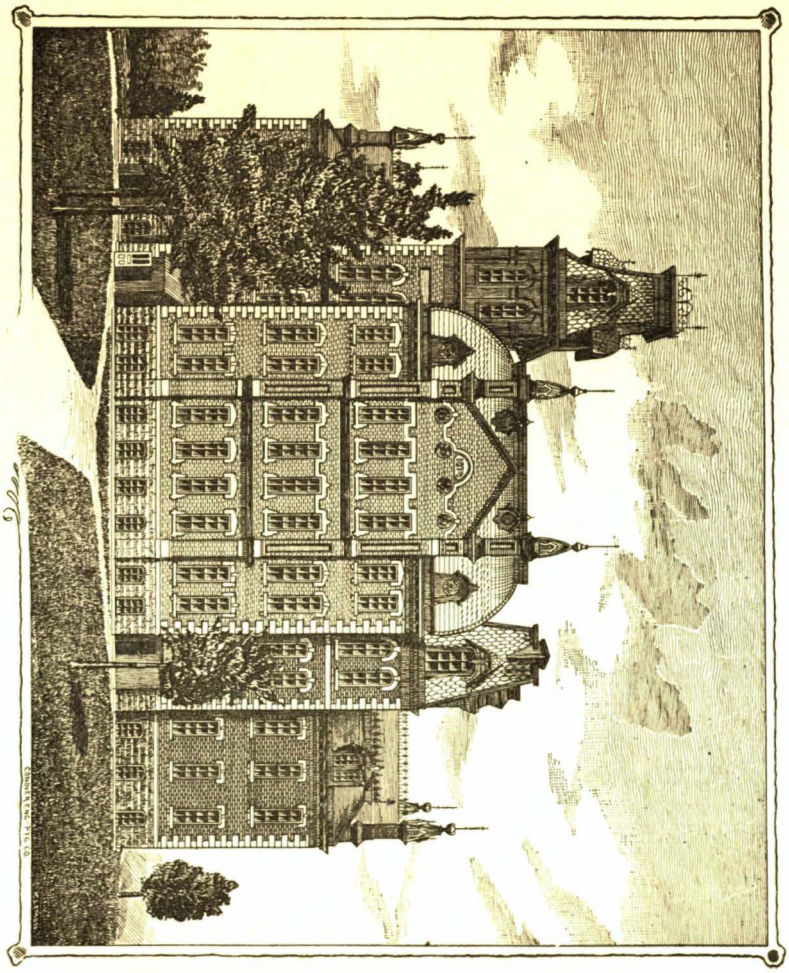
There was occasional preaching in the town of Lansing as early as 1840, and Rev. Henry Lester, a Protestant Methodist, preached in the North neighborhood in 1844. The first sermon preached in the city limits, was by Rev. Lewis Coburn, a Methodist Episcopal clergyman, in 1845,

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at North Lansing. Mr Coburn now resides in the city. A Methodist church was organized at North Lansing in 1846. The first Presbyterian church was organized in 1847. A Congregational church was also organized in 1847, but was afterwards merged into the Presbyterian church. The present Plymouth church was organized April 26, 1864. The Free Will Baptist church was organized May 30, 1848. The Baptist church January 26, 1851. The Episcopal church in 1856, and the Catholic church the same year. The Universalist church in 1849. The Lutheran church effected an organization in 1856, and the German Methodist in 1853. The Protestant Methodist in 1866. The African Methodist Episcopal in 1862; the Central Methodist in 1859.

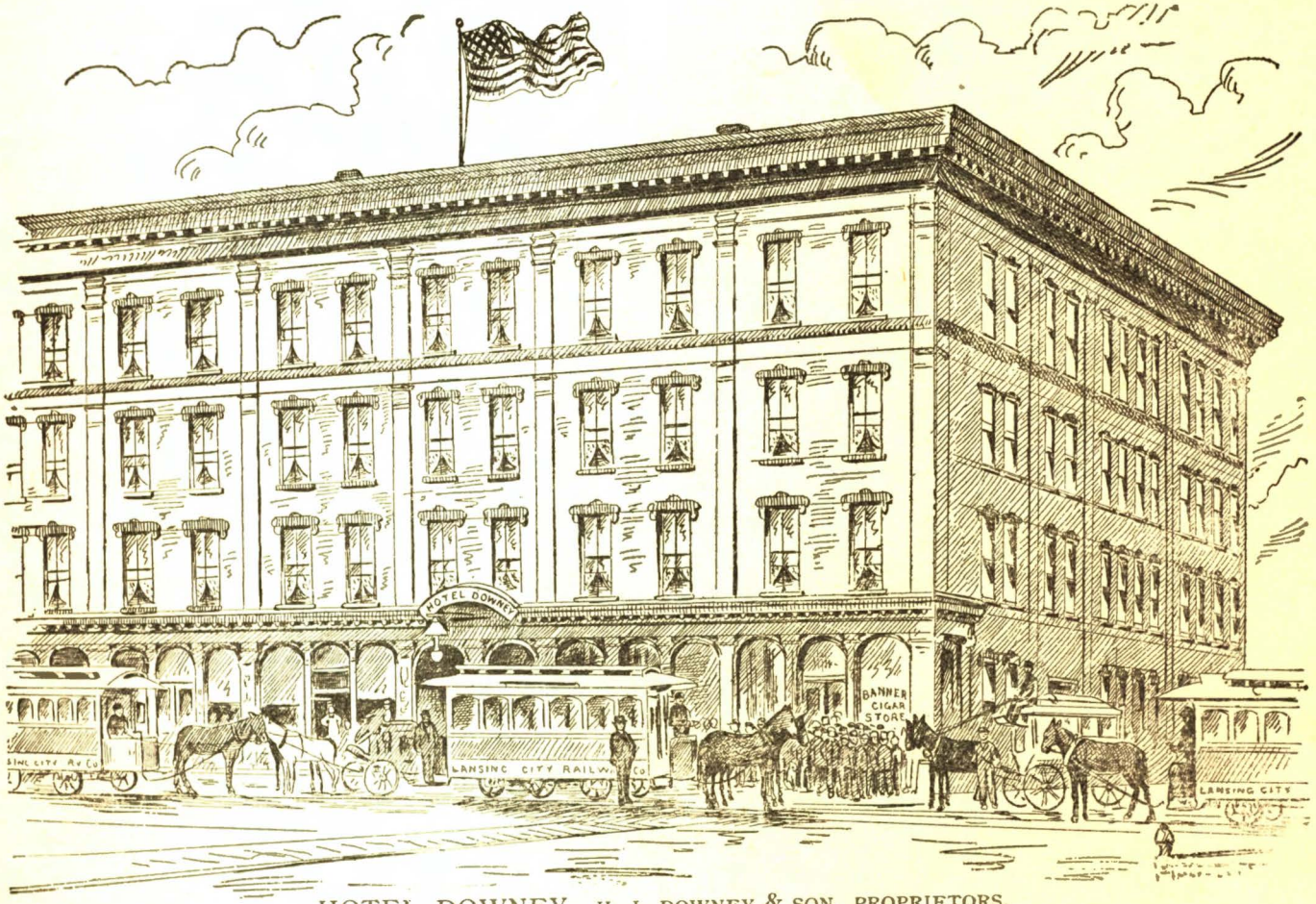
The state set aside lots for the use of various denominations, and churches built on these lots or sold them for the church benefit. The first brick church was the Universalist, dedicated October 14, 1863. The largest church memberships are in the Catholic, Central Methodist, First Presbyterian, Baptist and Congregational. The Plymouth Congregational church, a fine specimen of the Norman Gothic, was dedicated March 18, 1877, at a total cost of $22,000, of which $18,000 was in the building. The First Presbyterian society recently dedicated a fine church built of Ionia sandstone, at a cost of $35,000. The Central Methodist society is now building a large church of Ionia sandstone, 120 by 87 feet, and the cost will reach $40,000. The present valuation of church property in Lansing is about $220,000.

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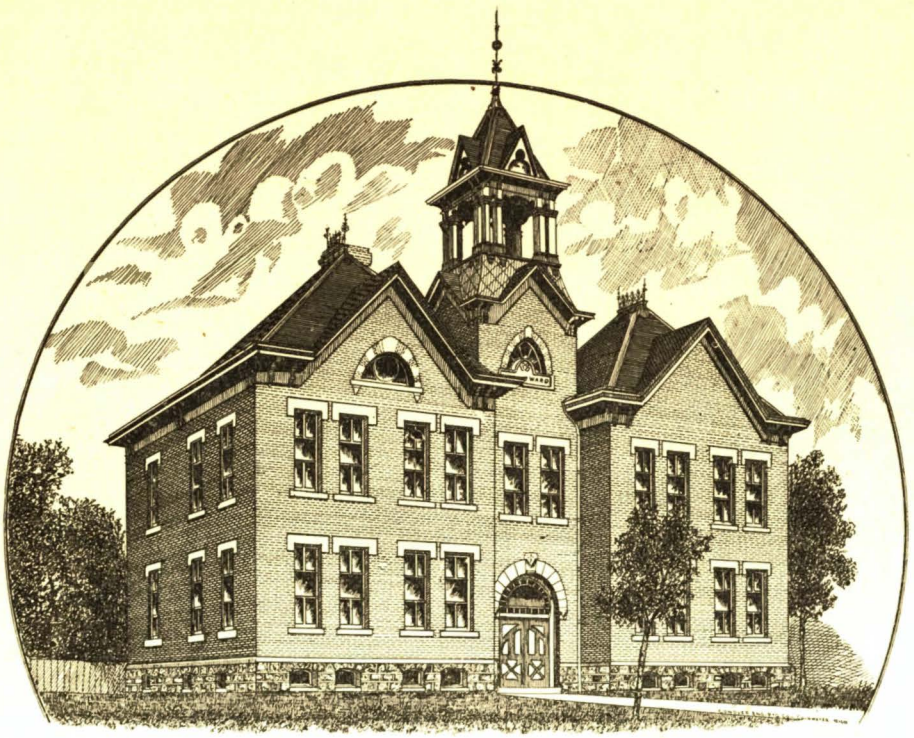
LANSING HIGH SCHOOL.

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HOTEL DOWNEY. H. J. DOWNEY & SON, PROPRIETORS.

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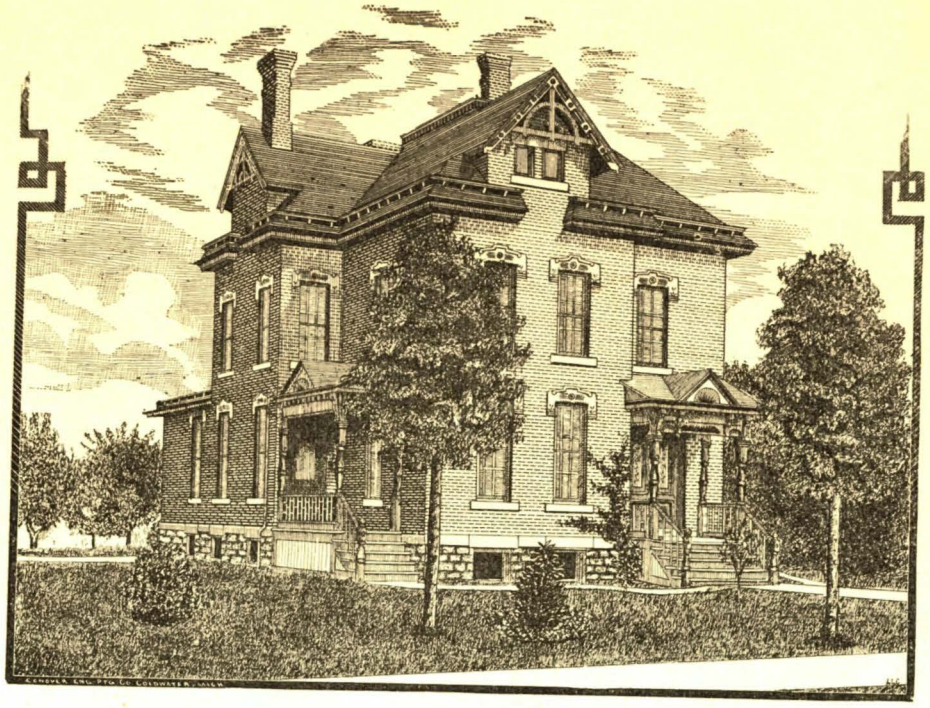
FIFTH WARD SCHOOL.

SCHOOLS.

The first school in the city was taught by Miss Eliza Powell, in a board shanty at North Lansing, and numbered 30 scholars. Mrs. Laura E. Burr, in the fall of 1847, taught on River street, and had 80 pupils. In 1848 section 16 was organized as a school district, and Ephraim Longyear, with two assistants, taught in a wooden building on the site of the second ward school. The district had 174 children of school age in 1850, and the number was only 223 in 1855. The present second ward building was built in 1856-7. In 1861 the city was made a single district. The brick houses in the fourth and sixth wards, were erected in 1867, and in 1868, the school children numbered 1,357, with accommodations for only 600 pupils, which included the building on the corner of block 81, leased in 1861 by the state to the city, for 999 years at one dollar a year.

In 1874 the city voted $50,000, in twenty year bonds, at 8 per cent, to erect the High School building on block 81. This elegant building, shown on page 31, cost, completed and furnished, about $65,000. The fine building on Larch street, shown on this page, was erected in 1888.

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RESIDENCE OF J. F. ROUSE.

There are now in Lansing seven brick school houses, and one of wood, and the value of school property, in land and buildings, is $160.000. Each ward has two members of the school board, one being elected annually in each ward. The board is equally divided between the two parties, politics having been banished since 1861. The following gentlemen compose the school board, all serving without salary. Jacob Schultz, Henry Baumgrass, B. F. Hall, A. A. Nichols, H. P. Bartlett, O. F. Barnes, M. B. Carpenter, O. Marshall. J. E. Nichols; N. B. Jones, B. F. Simons, and S. L. Kilbourne. J. E. Nichols, President; A. A. Nichols, Treasurer; David Howell, Clerk. Prof. David Howell is the efficient superintendent, with a corps of about 40 teachers. Graduates of the High School are admitted to the State University upon their diplomas, without examination. There are now nearly 3,500 school children in the district. The library has nearly 6,000 volumes.

BOARD OF TRADE.

The Lansing Board of Trade was organized in January, 1889, and has 196 members, most of whom are active business men. Its objects are many, but especially to promote the growth and prosperity of the city, by fostering and aiding the establishment of manufactures, the building of railroads, the regulation of trade and its protection. It is already a power, and several outside parties, through its influence, have located here. The president, vice president, and board of 15 directors, have the management. The present officers are Samuel L. Smith, President; J. Edw'd

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Roe, Vice President; O. F. Barnes, A. O. Bement, John Robson, H. H. Larned, B. F. Davis, F. Thoman, E. F. Cooley, R. A. Clark, E. Cahill, G. P. Sanford, J. W. Hinchey, C. H. Osband, J. J. Baird, D. Burnham, and B. F. Hall, Directors. H. H. Larned, Sec'y; N. Bradley, Treasurer. Those looking to the Capital as a place of business or residence, will receive prompt attention by addressing the Secretary.



RESIDENCE OF A. O. BEMENT.

BUSINESS MEN'S ASSOCIATION.

The Lansing Business Men's Association was organized May 19th, 1887. It numbers about 150 members, and its objects are similar to the Board of Trade; social intercourse, mutual protection, and aiding in every way, the growth and general prosperity of the city. The officers are James B. Porter, President; O. A. Seel[illegible] Secretary; M. J. Buck, Treasurer. It is auxiliary to the State associati[illegible] and has done good work for the city.

POST OFFICE.

A Post-office was opened on the east side of Grand River, near the mineral well bridge, in May, 1847. The present office, corner of Washington avenue and Ottawa street, shown in the view on page 6, is the finest office, not owned by the government, in the state, and perhaps in the union, and with foot and horse carriers, delivers mail to the entire city.

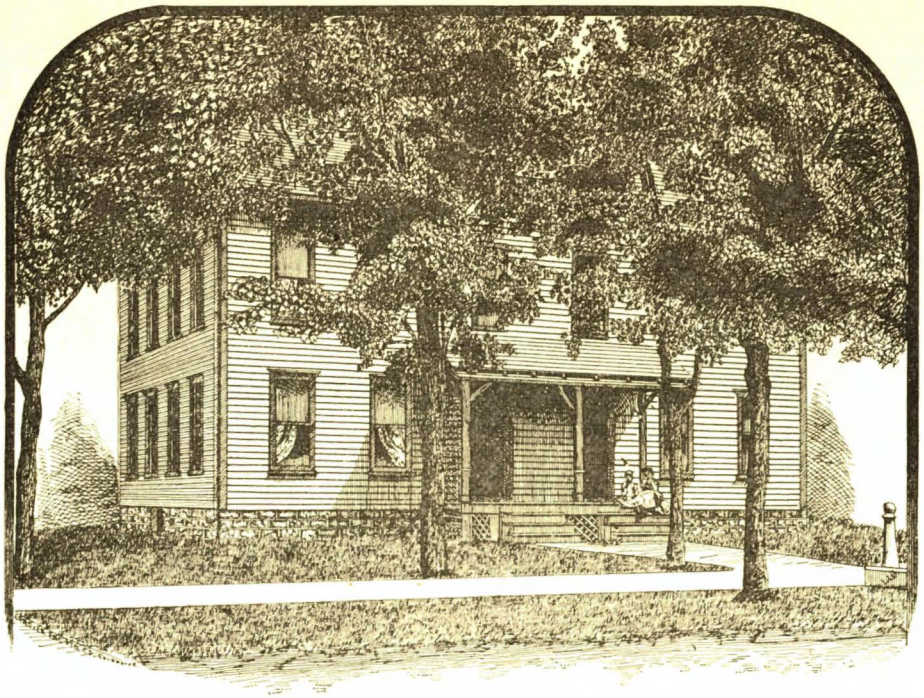
The postmasters have been George W. Peck, Whitney Jones, J. M. Griswold, A. R. Burr, E. Longyear, S. D. Bingham, G. P. Sanford, H. D. Pugh, and Seymour Foster, the present officer. It ranks fifth among the offices of the state.

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CEMETERY AND PARKS.

Mount Hope Cemetery is located about half a mile east of the southeast corner of the city. It comprises eighty acres of land, located on the east side of Sycamore Creek. It was purchased in 1873, has been well improved, and is in every respect, a beautiful spot. Many fine monuments have been placed there, and it is cared for by the city. It is a beautiful resting place for those who have gone with the silent majority.

Little has been done in the way of parks. There is a fine one of three acres within 50 rods of the Capitol, and east side park of 15 acres, has recently been opened to the public. The lawn of ten acres in Capitol square is enjoyed by the residents and the many visitors who come on excursions from various cities and towns, to visit Lansing.



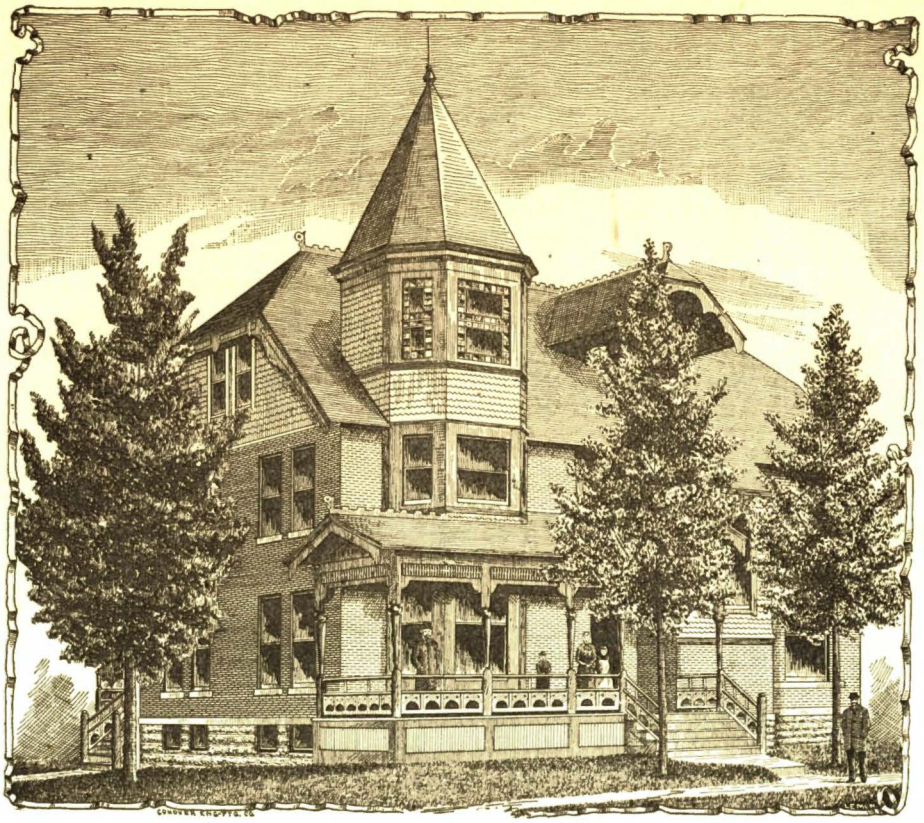
RESIDENCE OF F. F. RUSSELL.

NEWSPAPERS.

The FREE PRESS was the first paper in Lansing, and its first issue was January 11, 1848. Soon after, the MICHIGAN STATE JOURNAL started and was published until 1866. The STATE REPUCLICAN was started April 28, 1855, and now publishes a daily and weekly. The LANSING STATE DEMOCRAT issued its first number June 6th, 1866, and the name was changed to the LANSING JOURNAL in 1872, and it now has a daily and weekly issue. The Lansing SENTINEL, weekly, was first issued November 8th, 1879. A German weekly is also published here. The Dailies are able papers, and fully abreast of the times. Among those who have edited Lansing papers are the names of John Harmon, George W. Peck, J. P. Thompson, S. L.

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Kilbourn, Rufus Hosmer, D. C. Leach, S. D. Bingham, W. S. George, J. W. King, C. J. Bates, Theodore Foster and C. B. Stebbins. A new paper, the STATE DEMOCRAT, has just been started, and promises to take position at the front. L. E Rowley, John M. Potter, Geo. P. Sanford, and Mr. Clark are present editors.



RESIDENCE OF CYRUS ALSDORF.

PROMINENT MEN.

Among the prominent citizens of Lansing may be named Whitney Jones, Auditor General 1855-9; Daniel L. Case, Auditor General 1859-61; Geo. W. Peck, D. C. Leach and J. W. Longyear, members of Congress, and the last, U. S. Circuit Judge at Detroit for many years. Since 1861, no citizen of Lansing has held a state office, although the city has had several candidates, all on the losing side. Among many others of more than local reputation, may be named Rufus Hosmer, John A. Kerr, H. H. Smith, O. M. Barnes, Judge M. V. Montgomery, of Washington, and President Willits, now Deputy Commissioner of Agriculture, etc. Ex-Judge and United States Senator I. P. Christiancy has a home in Lansing and Governor Cyrus G. Luce also resides here.

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BANKS.

There are two National, and three Savings Banks in Lansing, the oldest being the Lansing National Bank, started April, 1872. These banks have a capital of some $450,000, and a combined deposit of more than three quarters of a million dollars.

PRESENT PROSPECTS.

Lansing has a population estimated at 15,000. The population was nearly 10,000 in 1884, and the growth has been rapid since that time, on account of the increase of manufactures, and the general belief in a prosperous future. The leading establishments are E. Bement & Sons, agricultural implements and stoves; Lansing Wagon Works; Lansing Iron & Engine Works; Lansing Wheel Works; Lansing Wheelbarrow Works, Capital Wagon Works; A. Clark & Co., Carriage Works, and many others. The total number of hands employed is 3,438, and the weekly pay roll foots up $35,000. The state also expends nearly $250,000 yearly in Lansing. Its location is within twelve miles of the center of state population; the center of production for the state for horses, cattle, sheep, swine, wheat, corn and wool, is also within twelve miles of the capital.

Within a radius of 25 miles, there is raised annually, 3,348,500 bushels of wheat and 2,100,948 pounds of wool. The annual output of wagons and carriages foots up $525,000; agricultural implements, $400,000; engines and machinery, $250,000; flour, $1,500,000. Lansing has gas works; arc and incandescent electric light systems; good sewerage; has 8 bridges of which 7 are of iron; is a clean, handsomely located, and healthy city, and will grow and prosper with the growth and prosperity of Michigan.

The several secret and benevolent organizations are well represented, while there are several literary and art clubs, all actively engaged in social and mental improvement. The principal streets are well paved, and an efficient street railway connects business centers and railroad depots.

Recently the State Agricultural Society, by a unanimous vote of its officers, located here, receiving as a free gift, the beautiful grounds and buildings of the Central Michigan Agricultural Society, comprising sixty-five acres. These grounds are well shaded, and supplied with water, electric lights, and street railway connections. The property, at a low figure, is estimated at $100,000.

The people of Lansing are energetic and self-reliant, and will make it, in the future, as the capital of a great, growing and prosperous state, a source of pleasure and pride, not only to the citizens of Michigan, but to those who come from other lands.

S. D. BINGHAM.

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YOUNG MEN'S CHRISTIAN ASSOCIATION.

The present Young Men's Christian Association was organized March 1, 1886, when the following officers and directors were elected. President, G. Willis Bement; Vice President, Charles E. Garner; Recording Secretary, F. E. Church; Treasurer, L. A. Baker. W. A. Taylor, J. H. Moores, Jas. Satterlee, J. W. Barker, J. V. N. Harkness, and F. W. Moore.

Perry V. Jeness was called to be the first General Secretary, and began work soon after the organization of the association. In the fall of '86 he resigned to accept the position of General Secretary at Leavenworth, Kansas, and M. L. Miner was secured and served until July, 1888, when R. C. Fenner, the present incumbent, accepted a call. The first rooms occupied were over H. E. Johnson's store, and January of this year, the present commodious quarters, embracing third and fourth floors of the north section of Mead block, were occupied, and dedicated February 3d.

The object of the association is to develope young men in their fourfold nature, physical, social, mental and moral. The gymnasium is furnished with apparatus for giving systematic developement to all parts of the body. Classes in gymnastic drill are held each week, except during the hot weather, and special exercise and advice are given when required.

The social element is cultivated through the mingling together of young men in the parlor, and at special receptions. Young men receive mental training in the evening educational classes and literary society, and the spiritual work consists of gospel meetings for young men, bible classes, and personal work among young men.

The membership is divided into two classes, active and associate. All young men over sixteen years of age, and members of some evangelical church, are eligible to active membership, and all young men of good moral character, and of the required age, are eligible to associate membership. The only difference in the privileges granted the two classes, is that only active members can hold office and vote. The membership fee is five dollars per year with privilege of gymnasium and bath rooms, and three dollars without. The rooms are open from 8 a. m. to 10 p. m., every week day, and from 2 to 5 p. m. on Sunday. The use of the reading and reception rooms are free to all young men. The other rooms are for the use of the members.

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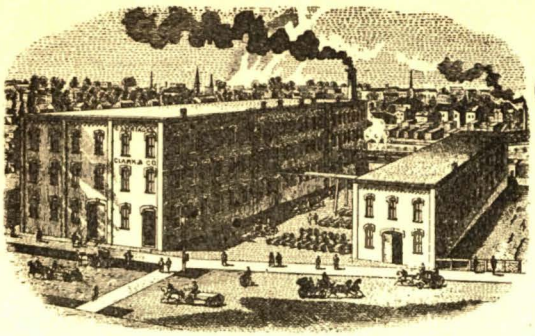
BUSINESS INTERESTS.

The business interests of Lansing are very extensive and diversified. The manufacturing and mercantile interests are very large, and serve to give the city its well known reputation as a city of business.

The remaining portion of this work is devoted to these interests, and we invite careful attention to every business enterprise here noticed. All are representative houses in their respective lines, and most fully worthy the confidence of the public.

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A. CLARK. E. H. DAVIS. A. A. NICHOLS.



CLARK & CO.

MANUFACTURERS OF

FINE CARRIAGES,

Platform Wagons and Cutters,

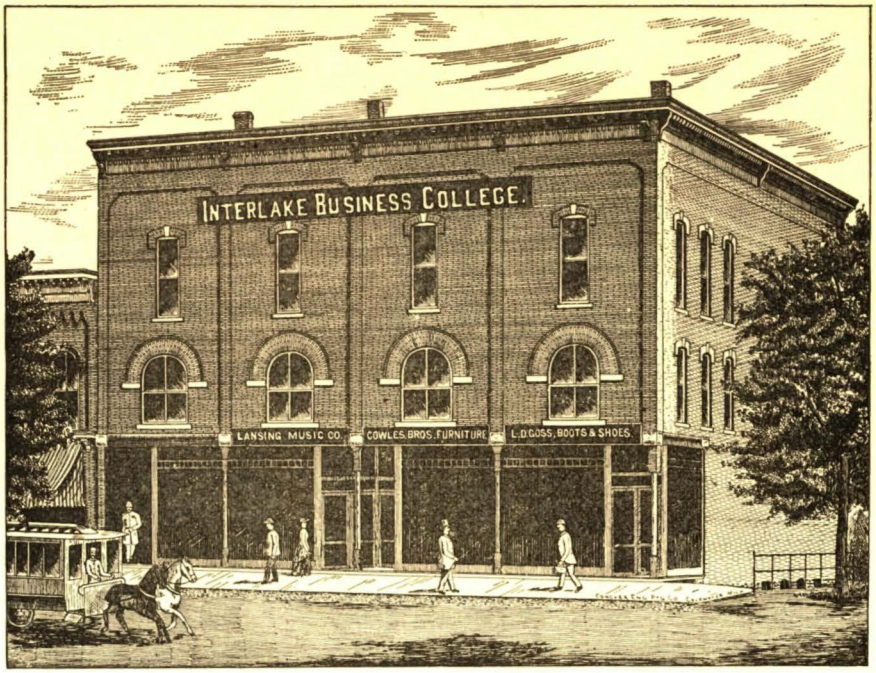
LANSING, - - - - - MICHIGAN.

The carriages manufactured by Clark & Company, represent the type of honest workmanship and the very latest improvements that it is possible to obtain in a vehicle, and the home reputation of the house is well evinced in the fact that the retail trade here reaches at least 100 buggies a year. Two years ago the entire establishment was burned to the ground, but the energy and confidence of its owners was shown in the fact that a better factory, with double the capacity of the old one, was running in 35 days. A vehicle bearing the card of this firm is regarded as a standard in its class, and a synonym for superior construction.

The house was started 25 years ago, by Mr. Albert Clark, the present senior partner of the company. The goods are sold in nearly every state in the Union, the sales ranging from $125,000 to $150,000 per year. The firm employs 100 to 150 men, and the pay roll reaches $1,000 per week. The house manufactures everything in the line of vehicles, carriages, "run about" wagons, platform and market wagons, and special jobs of every name and nature. They have orders from nearly every state, and run full time on their regular products, besides special orders, which are promptly filled.

The officers of the company are Albert Clark, president and superintendent; E. H. Davis, vice president; A. A. Nichols, secretary & treasurer; and J. J. Frost, manager of sales. All are well and favorably known in this community as liberal, enterprising citizens, who have filled positions of trust with honor to themselves and their fellow citizens.

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231-37 Washington Avenue, south, LANSING, MICH.

A thoroughly practical and professional Training School in commercial branches, Penmanship, Normal Studies, Elocution, Shorthand and Type-writing. Teachers all specialists; Rooms elegantly furnished, perfect in convenience and light; Terms moderate.

OUR SHORT-HAND COURSE TAKES THE LEAD. We teach the "Cross Eclectic System." This bears the same relation to the old systems (Pitman, Graham, Munson, etc.) as the electric light bears to the former modes of illumination. It is easier to write and read, requires less strokes, and is learned in ONE HALF the time.

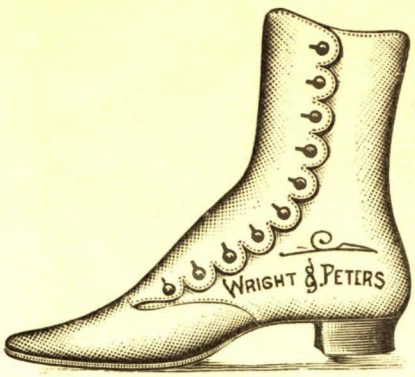
OUR COMMERCIAL COURSE is complete and eminently practical.

OUR NORMAL DEPARTMENT provides an unparalleled opportunity to those whose early education has been limited, by means of unfortunate circumstances, to retrieve such loss. (2). It throws open a door to those who wish to take one or more of the special courses, but who lack a good knowledge of the English branches, to receive thorough training in studies of their choice without extra charge. (3). We have arranged a two years course of study for those who wish to prepare for teaching, and upon the completion of which, the student receives a diploma.

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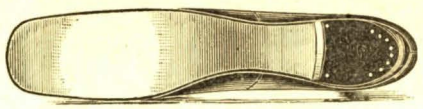


THE CORNER BOOT & SHOE STORE in the Business College Block is one of the finest in the City or Central Michigan.

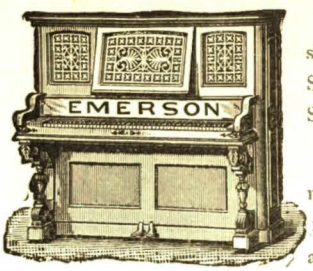
The proprietor, L. D. Goss, has had years of experience in the trade, all goods put out to his customers are guaranteed as represented, dealing only in reliable goods. Stock is bought from manufacturers as low as CASH can buy them, and sold at rock bottom prices for CASH only. He is bound to lead the trade in Central Michigan.

Ladies' and Gents' fine foot wear a specialty. Laboring men will also find in his stock, the best goods for the money in Lansing.

Repairing neatly done at



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THE LANSING MUSIC CO., (warerooms represented on opposite page) are State Agents for the celebrated Schomacker GOLD STRING Pianos, and control for a large territory the Chickering & Sons' and New Scale Emerson Pianos of Boston.

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We buy all our goods for SPOT CASH and can sell at the lowest prices. Our stock of Sheet Music and Musical Merchandise is complete and prices and goods both right. We do not deal in SHODDY GOODS or indulge in SHARP PRACTICES.

Call and see us and satisfy yourself. Old instruments taken in exchange. Catalogues and price lists mailed free to any address.

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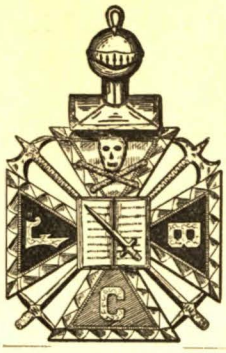
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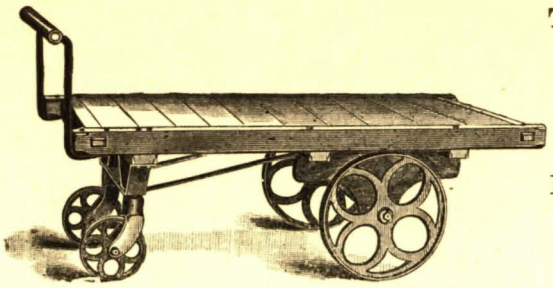
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LANSING, MICH.

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The LANSING IMPROVED WAREHOUSE TRUCK, for use in Flour Mills, Wholesale Houses, Factories, etc.

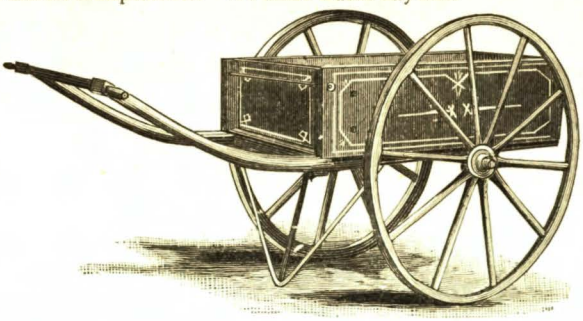
Jobbers in almost any line will find by its use a great saving of time and expense. We make them to fit elevators or scales, and thus do away with transfering from truck to elevator or scales, and vice versa.

Nicely painted and striped, or oiled and varnished.

The REYNOLDS IMPROVED TRUCK has many points of excellence and superiority over the common truck, as will readily be seen by comparison.

The front wheels being casters, the Truck will turn in its own length, and can be run on elevator or scales from any angle. The running gear is so arranged that it can be run on any dormant warehouse scale of one ton capacity. The wheels are so large in diameter, and so much of the weight of the load comes directly over them. that one man can carry twice as much on it as upon any other truck made; and as instead of the ordinary rigid rest in front, there are two caster wheels, the operator can turn the truck in any direction with great ease. As it requires but one man to operate it, it can readily be seen that the saving in labor would soon pay for the truck. We have many testimonials from parties who have them, pronouncing them the best thing of the kind they ever used. For making up orders and unpacking goods it is almost indispensable. We make trucks any size.

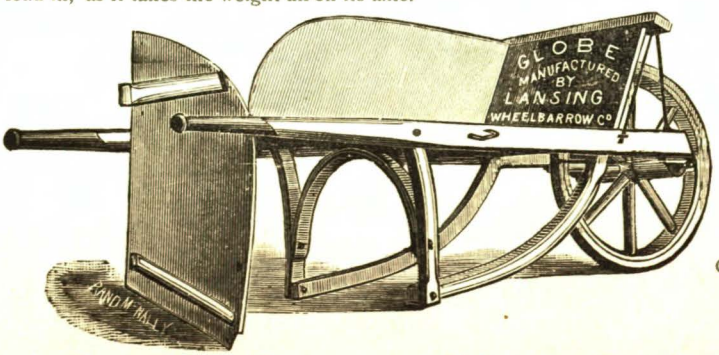
We make three sizes of these carts. Very handy for Bakers, Grocers, Painters, etc., etc. WRITE FOR PRICES.



The wheels that we use on all our Carts are of the very best. Wheel has iron hub. Best Cart in the market. Write for catalogue.

Large numbers of Hand Carts are now being used by farmers, for use in their orchards and about the barn. They are used in the cities and smaller towns by Bill Posters, Grocers, Bakers, Painters, in fact, everywhere that there is much carting to be done. A cart is much better than a wheel-barrow to carry a large load in, as it takes the weight all on its axle.

WRITE FOR PRICES.



WRITE FOR CATALOG.

Large numbers of these Barrows are sold for use about the yards.
Made with 20 "bent felloe wheel 1½ tread."

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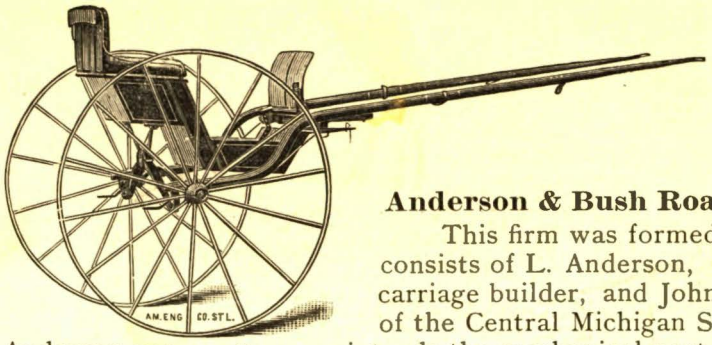
PRICES FROM $50.00 TO $100.

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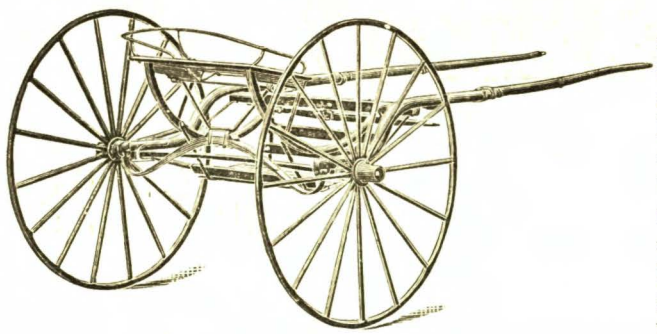
LANSING, MICH.

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Anderson & Bush Road Cart Co.

This firm was formed one year ago, and consists of L. Anderson, a veteran cart and carriage builder, and John J. Bush, formerly of the Central Michigan Savings Bank. Mr. Anderson personally superintends the mechanical part of the business and Mr. Bush looks after the office. They have just moved into their new factory on Grand street north, having in one year outgrown their first quarters. They now have one of the finest and best equipped cart factories in Michigan, and their shipping facilities are unexcelled, as they have a side track from the transit railway running to their door. Thus the customer has no cartage or extra handling to pay for. At the beginning this firm recognized that during this period of cheap and inferior carts, there was still a demand for "A No. 1" work, and they have steadily worked on this principle. That they were correct is evident, as their output during the first year will be over 1,000 carts, and they have been behind in their orders since the spring trade first opened.



They are making a specialty of a fine phæton cart, with upholstered cushion, spring lazy back and leather dash, sides and front being entirely closed, thus excluding mud, as well as dust and cold. Under the seat is carrying capacity of nearly a bushel. This cart has no shaft or bar to climb over in mounting, and is therefore a cart especially adapted to ladies' use.

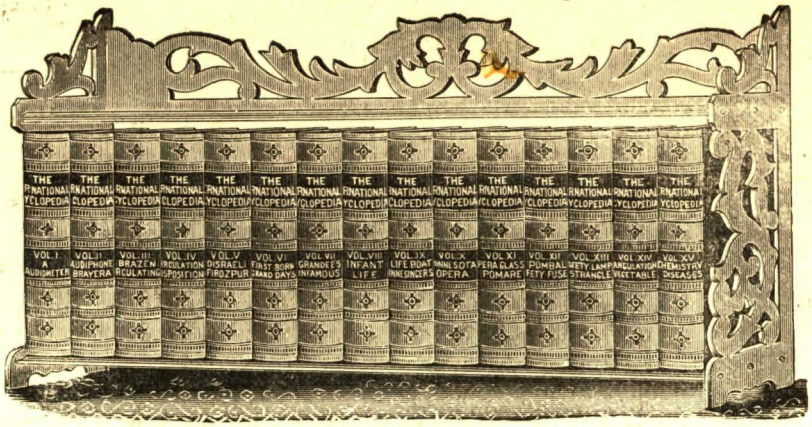
In all of their carts, the shafts just balance, thus excluding the least possibility of injuring the horse's back. They also make a very successful skeleton cart, and a very fine light speeding, or track cart, weighing only about 75 pounds. This cart is highly endorsed by horsemen everywhere.

This firm believes in the efficacy of judicious advertising, and as a result, their goods are sold in every state and territory in the Union. They had on exhibition at the State Fair, one of the finest displays of road carts ever shown in Michigan, and they attracted favorable comment from all who viewed them.

People who are in need of anything in the cart line, will do well to write them for catalogues and prices, as they desire a live agent in every county in the United States.

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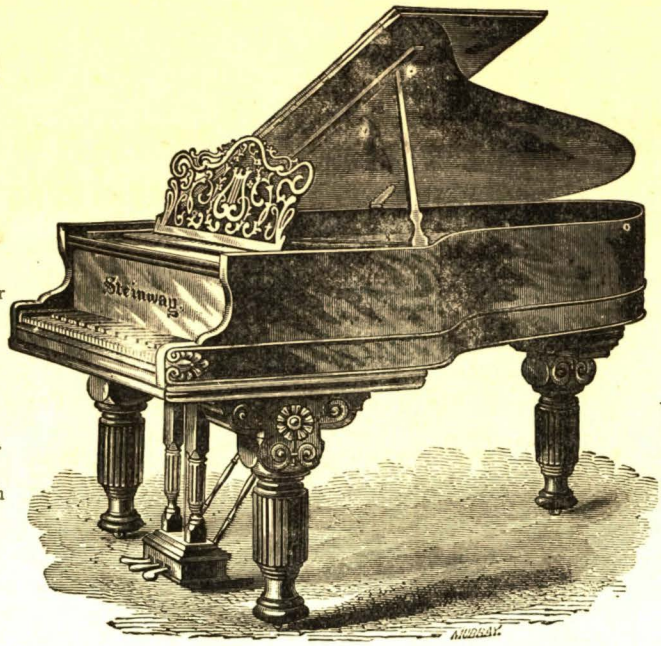
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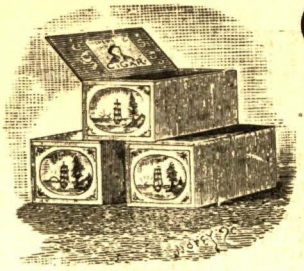
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The CAPITAL WAGON WORKS is a distinctively Lansing enterprise, having been organized by well known Lansing men, in 1886, for the manufacture of wagons. A few changes have been made in the company, but none in the management since that time, and the concern has steadily gone on to a position that may well be regarded as a flattering one.

The rapidly increasing business of the company has necessitated the enlargement of the works three different times since the enterprise was started, and they are now building new and very large additions to their already extensive plant. The buildings now being built are a large two-story main building 60x120 feet, with an additional building 40x86 feet, two stories high, and a large two story ware house 80x160 feet. These additions will double the capacity of the works.

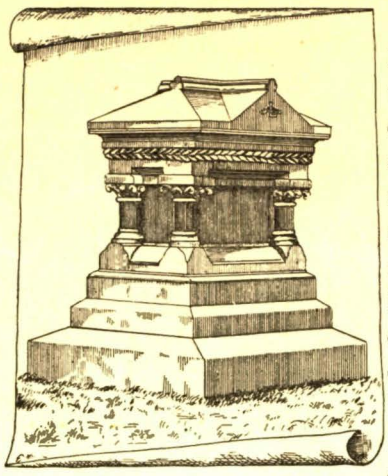
The plant occupies a space of about four acres on the west side of the L. S. & M. S. Railway, just south of Michigan avenue, with commodious buildings, and supplied with the latest improved machinery for the manufacture of lumber wagons. It employs about 60 men, and for the past year the factory has been run full time. Its growth is shown by the fact that the business of 1887 a little more than doubled that of 1886. That of 1888 was 60 per cent more than the previous year, and the first six months of 1889 equals the whole years business in 1888 and the factory is now behind on its orders fully 60 days. Its full capacity is 4000 wagons per year, and it will turn out this year at least two-thirds of that number.

The malleable iron coupling plate used by this company is the newest thing in the line of wagon building. It does entirely away with the front hounds, sway-bar, sand-board and old style king-bolt. The short bolt in this coupling is one and one-fourth inches in diameter and made from the best Sweedish bar-iron. Tests have shown that this bolt has a tencile strength of 112,500 pounds. The construction of this coupling leaves nothing to be desired by way of strength and perfect working at all times. This malleable coupling adds wonderful strength and durability. It balances a top heavy load better than any wagon with hounds. It has no king-bolt through bolster, reach and axle, cutting away one-third the timber.

This company also builds the ordinary style of lumber wagon, with hounds and king bolt, and makes a specialty of a spring farm wagon and spring dray. The former being designed to be used with or without the regular wagou box. The reaches pass through sleeves and can be shortened or lengthened as may be desired the same as any farm wagon. The Capital Wagon Company sell their wagons in Missouri, Ohio, Indiana, Arkansaw, Texas, Dakota, Kansas, and Michigan.

The officers are J. H. Moores, President; George C. Cooper, Vice-President; J. N, Alexander, Secretary, Treasurer and Superintendent. They are all well known in business circles throughout the state, and to their untiring energy, and careful attention to the details of their business, as well as to the superiority of the work turned out, is due the marvelous success of this company.

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THE W. M. CLINE MONUMENTAL MARBLE AND GRANITE WORKS occupy the recently erected three story brick edifice on Michigan avenue, east. This is the most extensive institution of its kind in the state, and compares with any in the country. In fact it is almost wholly unique in its arrangements and methods for handling its business. Mr. W. M. Cline, who is a large stock holder in one of the most extensive and altogether the finest granite quarries in the world, located in Vermont, and capitalized for $150,000, receives his stock direct from the quarries of his company, either finished or in the rough. The building specially erected for and occupied by him wherein to conduct his business is a marvel of convenience in its designs, arrangements and utilities. A mammoth basement representing 70x22 feet in the clear, connects with a spur from the Michigan Southern road, over which cars of granite or marble are conducted directly to the building.

The largest and handsomest rustic cemetery work turned out in the United States, and manufactured from the famous Bedford Rock, has been made and will be contracted for at any time by Mr Cline. He is thoroughly and scientifically equipped for the largest work that can be gotten out anywhere. The quality of the granite handled by the company in which Mr. Cline is a large stockholder, is admitted to posess the finest grain and greatest brilliancy of color of any granite quarried on the North American continent. Mr. Cline seeks and proposes to cater to a strictly first-class trade, and pledges himself to get out the largest and most artistic work.

The Leading Photographic Studio of Central Michigan is situated over the Lansing National Bank, and is under the management of Messrs CASSEY & RILEY who are practical workmen in every department of the business. Every patron is guaranteed first class work which cannot help but please. Pictures from the small petite cards up to full length portraits, 5 ft. by 8 ft. in size.

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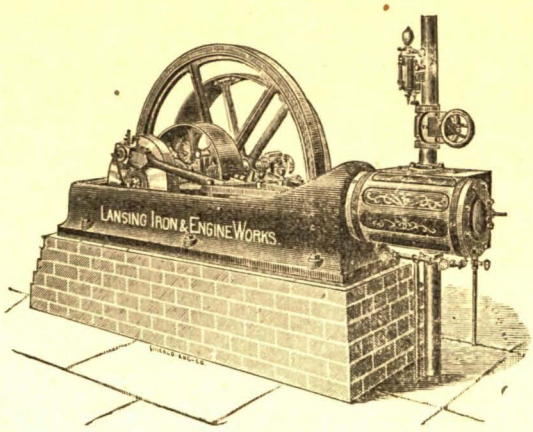
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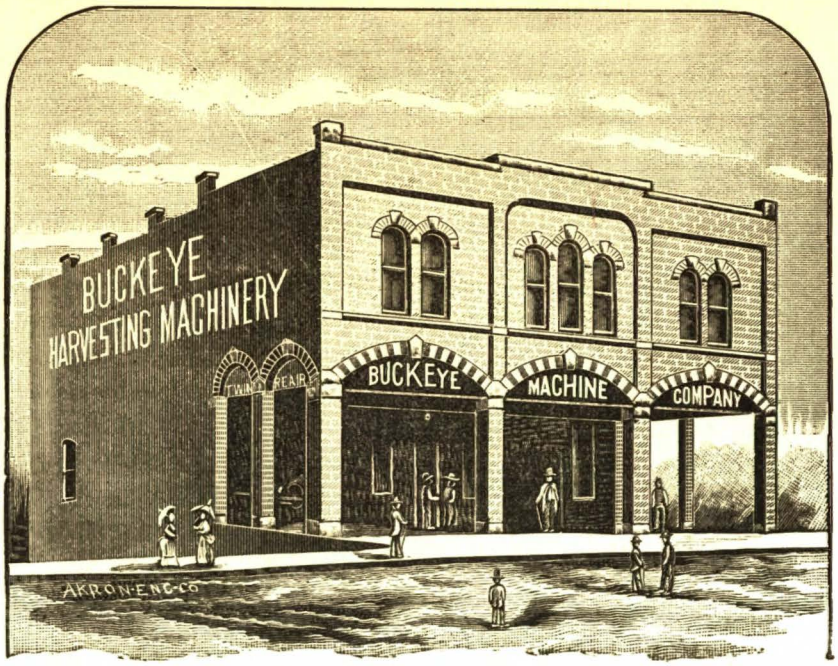
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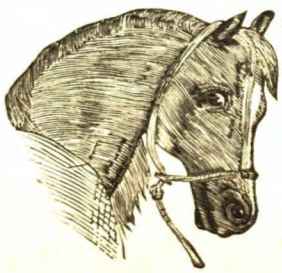


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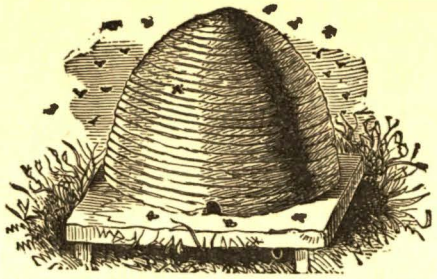
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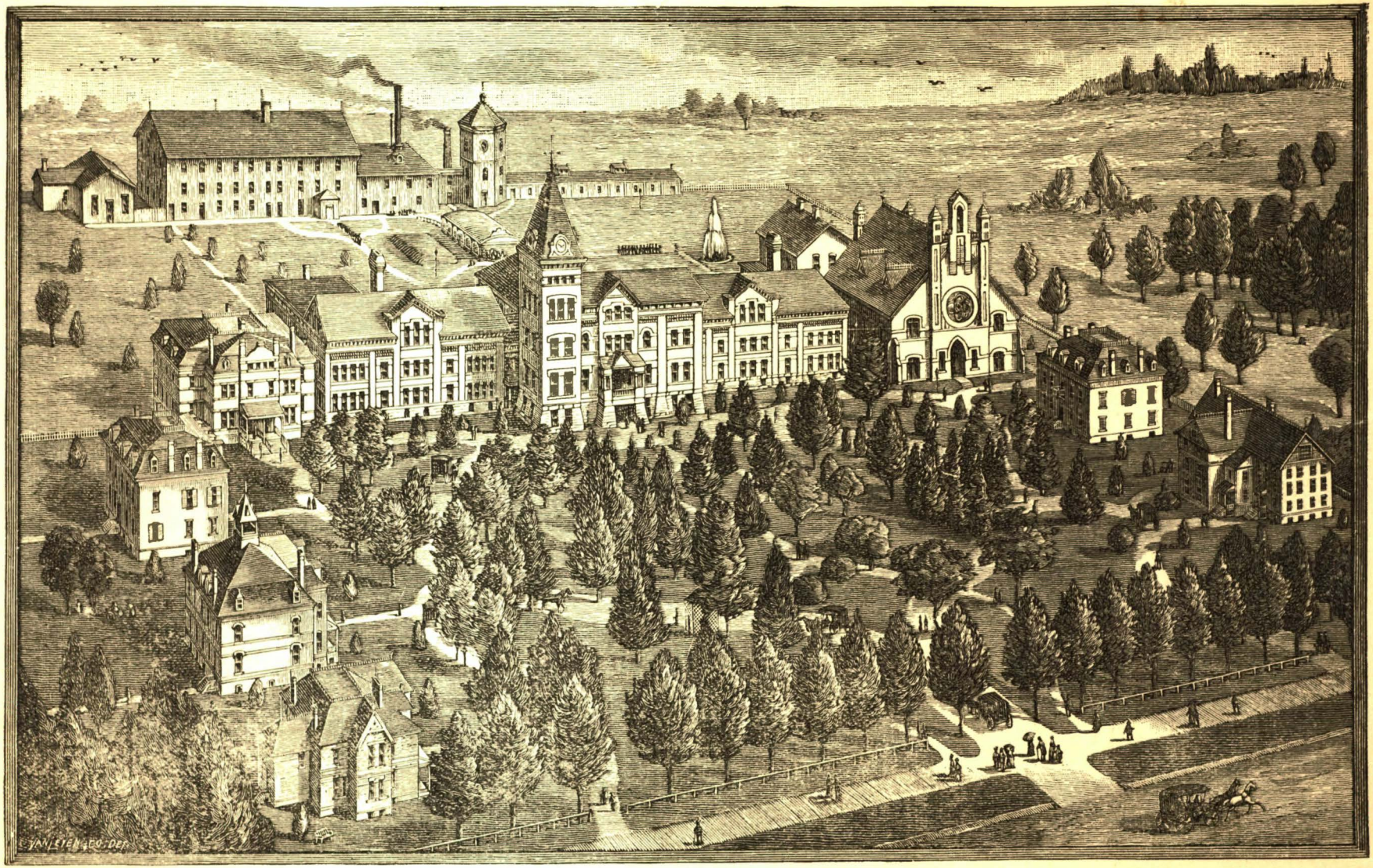
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